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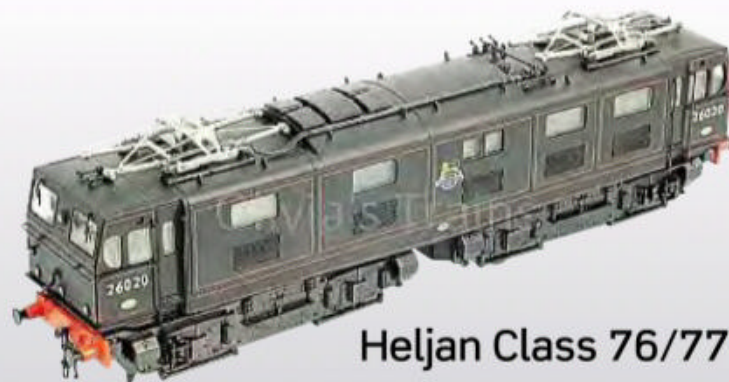
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THORN AMONGST ROSES? This slightly surreal line-up was taken at Keleti loco shed in Budapest on February 24, as four ex-British locos share siding space with Hungarian MAV 431 Class electric No. 431232. The British locos are (from left) Nos. 0659 003 (ex-56117), 47375, 0450 002 (ex-86250) and 0450 009 (ex-86424). Chris Playfair

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MODELLING

Heljan keep up the momentum by releasing a Class 27 in 'OO' gauge and a Class 33 in 'O', both of which get a comprehensive review this month along with Bachmann's '159' DMU. The innovative magnetic Hunt Couplings are tried out in our modelling feature, while there is news of four Scottish Class 37/0s from Accurascale.



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An unnumbered Class 195 DMU vehicle destined for Northern stands in the test shed at CAF Newport on February 21, the day the factory was officially opened by the Prince of Wales. We take a tour of the South Wales site, and also look round Clayton's works in Burton-on-Trent this month. Paul Bickerdyke

Editor's Comment



**Paul
Bickerdyke**

Rail Express
Editor

A new 'golden age'?

VISITING CAF's new factory in Newport recently brought home how the fortunes of train building in Britain have changed in recent years. At one time not too long ago there was essentially just Bombardier in Derby for new builds, plus Brush and Wabtec for re-engineering existing locomotives and units.

Now, thanks to massive new orders from the franchised train operators, some of the world's biggest train building firms also have factories here – including the likes of Hitachi, CAF and Alstom, while Siemens has plans to build a significant site in Goole and Talgo another in Scotland.

Critics say these are not true train building factories, not like the British Rail workshops of old, and to some extent that is true. These modern plants are assembly lines where components made elsewhere are put together to make the final product. But this is the modern way, it is how cars are also produced for example, and no one should expect every last nut and bolt to be forged on site anymore.

These factories represent significant investments by their parent companies, not just in land and buildings, but in people and skills too. They would not do that if the idea was to simply fulfil an order and disappear again a year or so later.

There may well be peaks and troughs in demand, not least because we are heading towards the end of a vast number of new-builds entering service on the network. But the modern way is to have 'build and maintain' contracts, where the factories that assembled trains become the centres of future heavy maintenance – often over the lifetime of the fleet.

Moreover, with the goal for the country to become carbon-neutral in the future, the railway's contribution to this will include further electrification, requiring more EMUs to replace the still plentiful DMUs – not to mention the fleet of inter-city trains that will be needed for HS2.

All of which adds up to a very positive time for the railway industry, which will surely come to be seen by future historians as another 'golden age'.

Paul Bickerdyke

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6844 £580	55 B £100	56 B £150	9 D £100	10 D £210	FRILSHAM MANOR £8000	STOPPING TRAIN TO 5TH GOSFORTH £870	CLAYTON BRIDGE £1050	ALTON TOWERS £4800
45204 £3500	55 C £100	56 D £100	9 E £100	52 E £230	OXBURGH HALL £4000	BRITISH RAILWAYS DERRY BUILDING £800	HAYES & HARLINGTON £3300	EAST HAM £2500
45415 £640	55 E £100	56 E £150	41 C £230	52 F £230	THE HEART OF MIDLOTHIAN £2000	Aylesbury College SUPER JUBILEE 1897-2 £550	LANCASTER GREEN AYRE £2200	LONGTON £1000
47341 £300	55 F £100	56 F £260	17 C £280	56 B £100	YORKSHIRE PULLMAN £4200	PARCELS AND LEFT LUGGAGE £220	UPPER GREENOCK £1050	RADWAY GREEN £680
48425 £500	55 G £420	56 G £200	52 C £120	56 A £100	County of West Glamorgan Sir Gorllewin Morganwg £2100	DRINKING WATER £220	BALQUHIDDER £1200	EAST LINTON £680
44866 £1050	55 H £60	56 H £100	21 B £300	52 D £600	CHOPPINGTON £150	WAY OUT £220	EGGINTON JUNCTION £1400	FOXFIELD £750
4238 £600	15 C £175	8 B £170	3402 £600	52 A £2100	Waiting Room £100	WAY OUT £170	KIMBERLEY £800	AWSWORTH £700
6738 £200	31 B £175	8 A £120	86 F £130	8 F £100	Responsive £1600	WAY OUT £170	PINXTON SOUTH £600	BASFORD NORTH £1900
2351 £1450	36 A £180	86 F £130	8 F £100	8 F £100	NORTH SHIELDS £550	WAY OUT £170	BACKWORTH £2100	JOPPA £3600
1636 £400	62 A £170	8 F £100	8 F £100	8 F £100	BRIDGE OF ORCHY £300	WAY OUT £170	CROFT SPA £1800	TORQUAY £200
48532 £450	BUILT 1969 DERBY £130	8 F £100	8 F £100	8 F £100	ILKESTON £480	WAY OUT £170	PERCY MAIN £2800	BENTON £1500
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1313 £200 pair	TICKET OFFICE £210	8 F £100	8 F £100	8 F £100	FRISBY STATION £250	WAY OUT £170	ALDERLEY EDGE £1000	DESBOROUGH BOTHWELL £1500
1313 £200 pair	STAFF ONLY £110	8 F £100	8 F £100	8 F £100	WEST JESMOND £320	WAY OUT £170	BRAMHALL £600	FINCHLEY ROAD & FROGNAL £650
2910 £180	TICKET OFFICE £180	8 F £100	8 F £100	8 F £100	WILLINGTON QUAY £440	WAY OUT £170	GORTON AND OPENSHEW £560	DIDCOT £550
2910 £100	PRIVATE £100	8 F £100	8 F £100	8 F £100	BENTON STATION £820	WAY OUT £170	LEVENSHULME £950	PENRITH £1200
300 LOT	GALLA £220	8 F £100	8 F £100	8 F £100	JESMOND STATION £1050	WAY OUT £170	HANLEY £1000	BARROW £500
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Banishing the shadow of Beeching

A number of useful routes closed in the 1960s could be reopened at relatively low cost and short timescales.

By 'Industry Witness'

It may be almost 60 years since the infamous 'Reshaping of British Railways' report was published by Dr Beeching in 1963, but modern politicians continue to use it as a reference point about how not to run a railway.

The economic impact of closing railway lines takes time to realise, and it is only since Privatisation of the network in the 1990s that we can see the transformational effect of investment that was not made available to British Rail by the Government.

As a result of determined policies to promote the use of rail services, journeys have more than doubled over the last two decades to 1.8 billion annually. With the rise has come an expectation

that passengers will use new railway routes if available, and that in turn has brought widespread demand to reopen closed lines.

There is an increasing acceptance by policy makers that new railways are a better option than creating more road capacity to relieve congestion, which cannot satisfy the need to reduce harmful emissions.

Since the general election in December 2019, the UK Government has announced that a budget of £500 million will be made available to recommission closed lines, with further funding of up to £1 billion for projects in northern England.

The typical cost of restoring a closed railway line is between £15 and £20 million per mile, and can be cheaper if the project involves upgrading an existing freight route to passenger standards. The task is much greater for long-closed routes however, which reflects the need to repurchase land, restore earthworks, and rebuild infrastructures before track and signalling can be installed.

The fund the Government has made available will not pay for restoring infrastructure, but will provide money to develop an outline strategic business case for the route concerned, which is the starting point of the process. The OSBC will indicate the likely benefit/cost ratio (BCR) of the proposal, and if positive enable access to both public and private sector investment.

FAVOURABLE REPORTS

Proposals for reopening lines have been made in the past by the Association of Train Operating Companies, and a document it published in 2009 found there were 75 towns in England with

a population of at least 15,000 that had no access to rail services. It was considered that extending the network to reach up to 20 of these population centres would have a positive business case (based on a BCR that exceeded 1.0) for either station or route reopenings.

More recently in 2019, the Campaign for Better Transport published a comprehensive review of the opportunities to restore closed lines and their likely timescales. In all, 33 potential projects were identified that might be reopened by 2035, which would result in the restoration of 156

miles of track, 177 miles upgraded from freight to passenger standards, and 72 new or reopened stations. There were also 13 projects regarded

as deliverable by 2025 at a total cost of between £1.28 and £1.82 billion.

Where reopenings have taken place, this has in most cases been the result of action by devolved governments and local authorities, such as the Borders Railway in Scotland, Ebbw Valley line in Wales, and London Overground.

LOCAL AND STRATEGIC

The Government believes the case should be made by representatives of the communities that will benefit. This is appropriate for short lines such as the Leven branch in Scotland, where Transport Scotland is supporting reopening, and the line between March and Wisbech that has strong support for restoration from local transport authorities.

This may not be a successful approach in the case of routes that offer a network benefit that reaches beyond the need for local connectivity, and a number of these strategic projects are included in the proposed CBT programme.

The list includes a 25-mile reopening between Okehampton and Plymouth via Tavistock at an estimated cost of £400 million, which is a modest investment to mitigate the risk of bad weather closing the coastal route to the West Country via the Dawlish seawall.

Another opportunity is the Stratford-upon-Avon to Honeybourne gap, which is an eight-mile line but two miles still exist for freight use between Honeybourne and Long Marston, leaving a further six miles to re-engineer at a cost of up to £109 million. Routes such as this can have a significant network benefit in providing



An aerial view looking south of just part of the vast rail facility at Long Marston, which is now managed by Porterbrook. The two-mile rail connection to Honeybourne disappears into the distance, leaving just a six-mile gap north to Stratford-upon-Avon, which begins by the buildings at the bottom of the photo. Porterbrook

service resilience, with the option of using a diversionary route that can mitigate the effect of other line closures for engineering work.

As well as providing journey opportunities for access to jobs,

education and other services, line reopenings will support the development of plans for carbon-neutral transport operations by 2040, which can only result in an increased scope for station and route reopenings.



NEW LOOK FOR NEW SERVICE: Grand Central has unveiled the first Class 90 to carry its colours ahead of its new open access service between Euston and Blackpool, which is due to begin later this year. GC has leased five '90s' from DB Cargo and four sets of six ex-LNER Mk.4 coaches from Eversholt Rail. The coaches, which are being refurbished at Alstom in Widnes, will be maintained at Alstom's Wembley depot and serviced overnight at Arriva North's Blackpool depot. The '90s' will be based at Crewe Electric, where No. 90026 is shown after arriving from Toton on February 18. The company is also building a traincrew hub next to Blackpool North station. Grand Central

£15 billion plans for West Midlands rail and tram routes

Mayor proposes building lines and stations over the next two decades.

By 'Industry Witness'

A 20-year, £15 billion programme to expand the heavy and light-rail networks in the West Midlands has been launched by Mayor Andy Street,

who is seeking re-election in May. This follows a period of strong growth in the conurbation, with 48 million passengers using Birmingham New Street in 2018/9, an increase of 7.9% over the previous year.

The plan includes 26 new national network stations as a result of reopening the Camp Hill and Sutton Park routes, with passenger services also being restored between Wolverhampton and Walsall. Additional stations serving Coventry are also planned at Coundon Road, Foleshill, Binley, and Coventry South. The bulk of the investment is focused on building eight new light-rail lines, which would serve up to 380 stopping points.

There is relief in the region that the franchised operator West Midlands Trains (WMT) recorded a public performance Measure (PPM) of 88% in January, an improvement of 10 percentage points since December, with cancellations also reduced from 1351 to 203. As a result, the mayor has dropped demands that Abellio should be removed from the contract.

WMT has also submitted plans for the construction of a new depot at Bescot, which would replace the intended development of Duddeston as a servicing point for the new Class 730 'Aventura' EMUs. There are 36 of these three-car units on order from Bombardier for use on local services. A further 45 five-car sets are to be provided for inter-urban services, including those operated on the West Coast Main Line.



PURPLE RAIN: EMR has begun repainting the Class 156 DMUs it inherited from Greater Anglia into an interim purple and white livery, as illustrated by No. 156922 in the rain at Skewen (South Wales) on March 4 as it returns to Derby after modification work at Chrysalis Rail, Landore (Swansea). Rhian Headon

IN BRIEF

REBUILT COACHES HEAD TO SCOTLAND

SCOTRAIL has taken delivery of two more refurbished HST sets, meaning that 12 of its 26 'InterCity' sets have now been released by Wabtec, Doncaster.

Set HA16 emerged on January 29, made up of Nos. 40626 (ex-41012) and 42072/281/350. The four vehicles were moved to Craigentinny (Edinburgh) from Wabtec by Nos. 43143/163. Following on February 11 was set HA15, which travelled north as the 5S03/15.03 Wabtec-Craigentinny. Powered by power cars Nos. 43175/183, it comprised Nos. 40609 (ex-41020) and 42107/253/257. A further delivery occurred on February 21, when power cars Nos. 43026/143 took Nos. 40618 (ex-41016) and 42014/297/555, which make up set HA14, north.

With the delivery of the above rakes, another slam-door rake was removed from service. Set HA02 (formed of Nos. 41144, 42032/295 and 44039) was taken from Haymarket to Ely by power cars Nos. 43026/143 on February 4. While TGS No. 44039 is for storage, the other three vehicles are to be rebuilt for ScotRail, and Nos. 41144 and 42296 were taken to Doncaster by the power cars.

ScotRail vehicles at Wabtec, Doncaster for rebuilding in late February were Nos. 41006/016/052/136/144/146/180, 42007/014/021/033/035/207/250/268/277/296/297/299/300/502/555/557/564/567/574/579.

TYRE TURN FOR 'DELTIC'

THE Deltic Preservation Society and Freightliner have arranged for No. 55019 to be tyre turned on the lathe at Midland Road depot, Leeds, after a cavitation was found on the loco's No. 5 wheelset. It is deemed necessary to turn the tyre before the 'Deltic' embarks on its tour of heritage railways, which begins with the Chinnor & Princes Risborough Railway in March.

Further dates have also been added to the tour, and No. 55019 will head to the West Somerset Railway on June 4-7 and the Keighley and Worth Valley Railway on June 26-28. It will travel as part of a convoy from the Severn Valley Railway.

PARKWAY OPENS

THE long-awaited new station at Worcestershire Parkway opened on February 24, when GWR's 08.13 Worcester Shrub Hill-Paddington was the first train to stop. The station is on the outskirts of Worcester where the Cotswolds line passes over the route between Birmingham and Bristol/Cardiff. It is currently served by GWR and CrossCountry's Cardiff-Nottingham trains. Facilities include a 500-space car park, a fully-accessible modern station building, and a local bus interchange.



IN BRIEF

END FOR WEYMOUTH

DORSET Council has announced that the closed Weymouth tramway is to be ripped up after being given £1.1 million by the Department for Transport to carry out the work. The tramway opened in 1865 to allow boat trains to reach the harbour and connect with ferries to the Channel Islands, but it was last used in 1999. Campaigners argue that the 1.25-mile (2km) line could be reopened as a tourist attraction, but the council says the rails can no longer be used due to their deteriorated condition. Removal work was due to begin in March around the ferry terminal.

WEST ANGLIA '710s'

'AVENTRA' passenger workings on West Anglia routes in and out of Liverpool Street commenced on February 24, when Nos. 710108+710121 formed the 2U37/11.22 Enfield Town-Liverpool Street, followed by the 2T48/12.03 Liverpool Street-Chingford. Unfortunately, a door fault meant that a later service, the 2D34/13.15 Liverpool Street-Cheshunt was the last for the day and the remaining planned workings were cancelled. Nos. 710117/120 were at Chingford for training on February 23.

GUV SCRAPPED

A FORMER Mk.1 GUV, which had been retained as an Internal User vehicle at Ipswich Upper Yard for more than 30 years, was cut up on site at the end of January. No. 042154 (ex-86975/93975) had been withdrawn from service at Ipswich in 1988, although it did not gain its Internal User identity until the early 1990s. The vehicle spent longer at Ipswich than it did in main line service (having been constructed in 1961).

AUCTION RETURNS

RAILWAYANA Auctions UK held an auction at Crewe Heritage Centre on February 8, replacing one that formerly used the facilities two years ago. The first event was held in the main museum hall with a Class 47 as a backdrop. Items included steam and diesel loco nameplates, some of which were built at the railway town's workshops, along with station nameboards and enamel signs, signalling items, posters and cast iron signs.

SPA VALLEY STEPS IN

ENGINEERING works on the Uckfield line on February 29/March 1 were able to choose between replacement buses or the Spa Valley Railway to travel between Eridge and Tunbridge Wells. The SVR made the offer at no additional cost to Southern ticket holders, although using the railway meant an added 15 minute walk between the two stations in Tunbridge Wells.

Class 58 to run again at Chinnor

New deal will see running days throughout 2020, with possible visit to other heritage lines too.

IT is now 18 years since a Class 58 last hauled a passenger train in Britain, and 17 years since one last ran under its own power, but all that is set to change this year with the news that preserved No. 58023 is to move to the Chinnor & Princes Risborough Railway.

The loco was withdrawn in July 1999, but was never one of the class to be sent for further work abroad. Instead, it was stored out of use for many years at Toton, still carrying faded Mainline Freight blue livery and logos. It was eventually put up for sale by DB Schenker with four others in late 2015, being sold and moved to Ron Hulls scrapyards in Rotherham early in 2016, along with Mainline grey-liveried classmate No. 58012.

Both these '58s' were sold on to a private owner and taken in spring 2016 to the Battlefield Line (Leicestershire) for restoration work on No. 58023 to begin, including a fresh coat of blue livery without logos, and then moved again to UKRL's base at Leicester.

The loco is now awaiting movement to Chinnor by rail, although this could be delayed by paperwork and gauging issues due to the length of time since one of the class has moved on the main line.

If all goes to plan, the loco should be on site at the heritage line on March 23, ready to take part in the C&PRR's diesel gala on March 27-29. It will also take part in running days throughout the year on dates yet to be announced, but could also be loaned



Nos. 58023 and 58012 in the scrapyards at Ron Hull (Rotherham) on February 11, 2016. Both were later acquired by a private buyer and moved into preservation at the Battlefield Line to be restored. Craig Adamson

out to other rail-connected heritage railways. The air-braked-only loco will be used with the 3-CEP stock based at Chinnor.

The last '58'-hailed passenger working was the farewell 'Bone Idol' tour on September 1, 2002, which featured Nos. 58024 from King's Cross-Skegness-Toton and No. 58020 from Toton-King's Cross. The last '58s' to run under their own power in Britain were on March 19, 2003 when Nos. 58041+58043 (in GIF livery) ran from Eastleigh

to Dollands Moor for export to Spain. Subsequent exports were hauled by other locos or as part of a freight working.

■ The C&PRR's gala will feature up to eight locos over its three days, including (subject to availability) Nos. 31128, 33053, 37227 and 55019 plus shunters Nos. 08629 (ex-Wolverton Works) and 08825 on brake van rides at Princes Risborough. A limited number of one-way cab rides will be available on each service.



END FOR RHYMNEY '37s': The loco-hauled commuter trains in South Wales looked to have ended in early March through a combination of poor loco reliability and more DMUs being available. The weekday workings began on June 17, 2019 when No. 37418 hauled the 2F10/07.43 Rhymney-Cardiff Central and 2R20/17.01 return. A second diagram was added on December 16, 2019 when No. 37418 worked the 2R24/17.46 Cardiff Central-Rhymney and 2F05/06.05 back the next morning. This second diagram was sporadic at first, but more regular from the start of 2020 until February 19, when refurbished DMUs Nos. 153325+153323+153367 worked 2R24. No. 37418 then worked the final loco-hauled 2F10 to Cardiff on March 6, while on March 9 No. 37025 took both sets of stock for 'warm storage' at Swansea Landore. One of the other regular locos used was No. 37421, which is pictured at Rhymney on February 20, after running round the stock off the 17.46 ex-Cardiff ready to shunt into the adjacent carriage sidings (left). Paul Bickerdyke

Eight Class 58s scrapped in Spain

THE Class 58 fleet has been reduced to 29 members (out of the 50 built) with the news that eight Transfesa-owned locomotives have been cut up at the ADIF (Spain's version of Network Rail) AVE high speed line depot at Monforte Del Cid, near Alicante in Spain, writes Gareth Bayer.

Former Continental Rail 'Bones' Nos. 58015 (L54), 58020 (L43), 58024 (L42), 58029 (L44), 58030 (L46), 58031 (L45, also named *Caballero Ferroviario*), 58043 (L37) and 58047 (L51) were scrapped on site between December 2019 and early February.

Twelve Class 58s were deployed to Spain in three batches: Nos. 58041 and 58043 in March 2003 (see photo above); Nos. 58020, 58024, 58025, 58029, 58030 and 58031 in May 2004; and Nos. 58015, 58027, 58047 and 58050 in September 2008.

In autumn 2011, all but three were transferred to DB subsidiary Transfesa. This leaves just No. 58041 (L36) extant of the Transfesa batch, and it is stored with DB Cargo's Nos. 58025, 58027 and the Railway Heritage Committee-nominated No. 58050 at Albacete, Spain.

No. 58050 is the last locomotive to be built at Doncaster Works, which is why it was designated for the National Collection in 2002. How it will be returned to Britain is not yet clear, however.

East West Railway granted Transport and Works Act Order

Construction work can now begin on the section west of Bedford and Bletchley to Bicester and Oxford.

By 'Industry Witness'

CONSTRUCTION of the East West Railway between Bicester and Bedford has received legal authorisation, enabling construction to begin on what is described as the western section of the route.

A decision has also been announced about the preferred choice of route between Bedford and Cambridge, which – unlike earlier phases of the project – will involve providing a new railway alignment as the original route has been lost to building development. As yet, the detailed positioning of this line is to be finalised, which will be necessary before a Development Consent Order is agreed by the Government.

Restoration of the initial section of what was known as the 'Varsity Line', which closed as a through route in 1967, has already taken place as part of Chiltern Railways' Evergreen project. This provided a new chord at Bicester to connect the line for Oxford to the former Great Western main line between Aynho Junction (south of Banbury) and Princes Risborough. This has allowed through services to operate between Oxford and London Marylebone.

From Bicester to Bletchley the track, which in the past was reduced to a single line, is out of use as far as Swanbourne (west of Bletchley), beyond which the route is operational



Bedford St John's on June 9, 1966 as a DMU calls with an Oxford-bound working. This is how Cambridge-Oxford services looked just one year before the through-route was closed. Andrew Muckley

to allow access to the line still in use for passenger services between Bletchley and Bedford.

SERVICE PATTERN


As part of the future service pattern, trains are to be provided beyond Bletchley to reach Milton Keynes, and the route will also be available to allow freight trains from Oxford to access the West Coast Main Line, which will improve pathing for intermodal services to/from Southampton.

Beyond Bedford, the options

for providing the central section of the route have been the subject of extensive stakeholder consultation. Following these, EWR has announced that the northerly corridor is preferred, which will provide an interchange with the East Coast Main Line at Tempsford, to the north of the original connecting station at Sandy.

From Tempsford, a newly-constructed formation will reach Cambourne, which is an area where new housing development has taken place that is not currently served by the rail network. To reach Cambridge, there will be a junction with the existing Hitchin to Cambridge branch in the Foxton area, and the project is to

include a new Cambridge South station. There is also the intention to enhance operations, with an upgraded eastern section of the route that would see services extended through to Norwich and Ipswich.

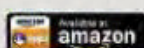
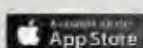
Although the line will be built to the standards necessary to allow 100mph running, giving an anticipated journey time of 82 minutes between Oxford and Cambridge, the original intention for the route to be electrified was abandoned as a result of the cost escalation of the Great Western Main Line electrification project. It is likely this decision will be revisited, however, given the ambition to have a carbon neutral rail network by 2040. 



← **MID-NORFOLK MOD TRAFFIC:** Military traffic returned to Dereham on the Mid-Norfolk Railway on March 4 as 16 armoured vehicles, including Jackals and Panthers, were transported along the line for the 1st The Queen's Dragoon Guards, which are based just north of the town at Robertson Barracks. The vehicles had been used for training on Salisbury Plain, and they were conveyed back by rail from Ludgershall (Wiltshire) to Wymondham by GBRf's No. 66778, where the MNR's No. 47367 took over – shunting at Dereham was by No. 03197 (pictured). The armoured vehicles were unloaded at Dereham into the recently built maintenance shed, before being driven to the barracks. The MNR has been used for occasional military traffic since the late-1990s, although the last move was in 2009. Fred Chapman/MNR

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↑ One of the train wheel-shaped plaques was in English, the other in Welsh.

← The Prince of Wales (right) and CAF's chief executive officer Andres Arizkorreta reveal the bilingual plaques that officially marked the opening of the company's factory in Newport, South Wales. The unnumbered Class 195 vehicle behind carried a special dragon motif for the day. All photos on February 21 by Paul Bickerdyke

Royal opening for CAF Newport

Although the production of DMUs for Northern and West Midlands Trains has been underway since late 2018, February saw CAF's train building factory in South Wales officially opened by Prince Charles.

THE CAF factory in Newport, South Wales, was officially opened on February 21, when the Prince of Wales toured the plant, met with employees, and unveiled a pair of commemorative bilingual plaques.

Although the factory has been assembling trains since late 2018, it is now close to current capacity turning

out one new vehicle roughly every week. It was built to assemble DMU vehicles, although there is provision to add overhead wiring for EMUs in the future – either new builds or DMU to EMU conversions.

The 15,000m sq factory is on the south side of the South Wales Main Line, east of Newport and just

west of the adjacent Tata Steel plant at Llanwern. There are three main buildings running parallel to the mainline: a five-road test shed (roads A-E), a three-road assembly shed (roads F-H), and a stores building. These are connected by a traverser at the Llanwern end, where there is also a separate paint shop and washer

(which is used to check for leaks).

Pre-painted bodyshells arrive by road at the Newport end and enter via doors F-H on wheeled stands for assembly to begin. The first stage is to add glass to the windows, followed by all the complex wiring, seats and other interior fitments. The final stage in the assembly shed is to lower the bodies



A view of the three production lines (F, G and H from left) looking from the Newport (bodyshell entry) end to the Llanwern (traverser) end. Class 195/196 DMUs for Northern and West Midlands Trains are at various levels of assembly.



Inside the five-road test shed, looking from the Llanwern (traverser) end back to the Newport (vehicle exit) end. Each road can comfortably hold a four-car unit.

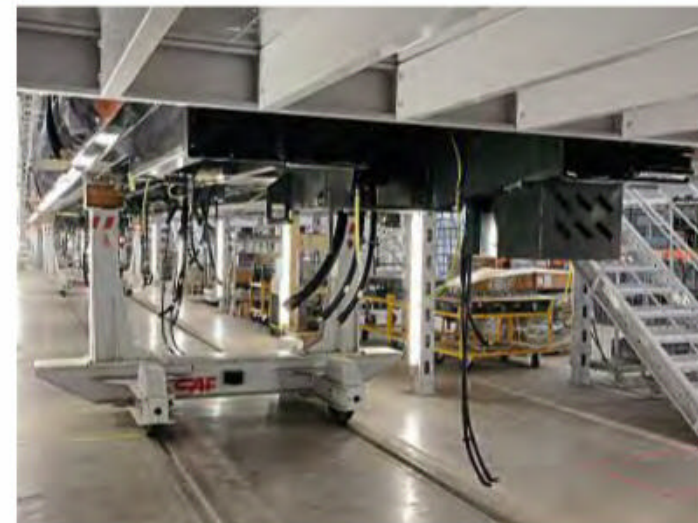


A view of the CAF plant at the Newport end. New bodysells go through doors F, G and H on to the assembly lines, while completed vehicles leave from doors A-E. The marquee was a temporary structure for the official opening event and the South Wales Main Line runs parallel behind the trees on the left.



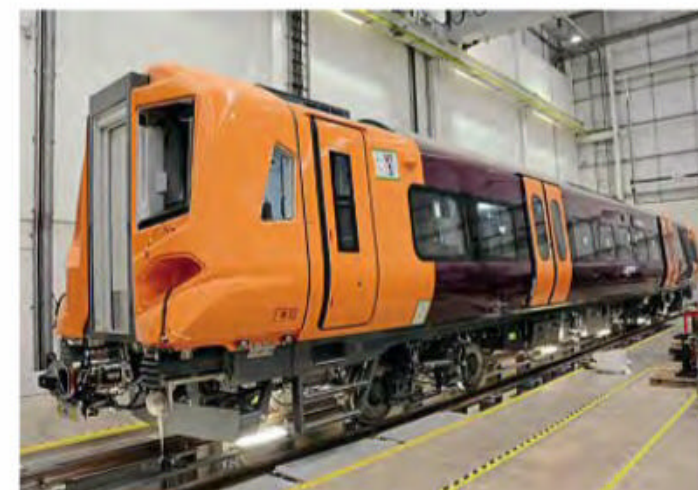
↑ Bodysells wait outside the plant to take their turn on the assembly lines and become Class 196 DMUs for West Midlands Trains.

→ Bodysells are placed on these wheeled supports through the assembly process.



↑ The first stage is to add the windows, then the complex wiring process can begin.

→ There are vast amounts of cabling and harnesses inside every vehicle. This is the gangway-fitted cab of a Class 196 destined for West Midlands Trains.



The final stage in the assembly shed is to add the bogies, which is done at the end of road F. This Class 196 driving car has just received its wheels.



Units are shunted out of the assembly shed onto a traverser so they can access the test shed.



The traverser also gives access to this paint shop at the Llanwern end of the plant.



Testing underway inside a Class 195 DMU for Northern. The seats are covered in plastic sheets to protect them from dirt.

onto their bogies, which is done at the Llanwern end of road F. The vehicles are then shunted out onto the traverser for a leak test, then moved to the test shed before eventually leaving at the Newport end again.

The test shed can easily hold five four-car trains, which is around 50% more than the assembly shed,

but spare land is available to build further assembly lines if required and consideration is also being given to assembling vehicle bodies rather than bringing them in from other CAF sites in continental Europe. There is also a plan to build a 1.25-mile (2km) test track alongside the main line, which would allow units to get up to speeds around

40mph, although this would run onto land owned by the steelworks, and so CAF needs to work with Tata for this to go ahead.

Current orders at the plant include the last two and three-car Class 195 DMUs for Northern plus two and four-car Class 196 DMUs for West Midlands Trains. The '196s' differ from the '195s'

mainly by having cab-to-cab gangway connections. These will be followed by similar gangway-fitted two and three-car Class 197 DMUs for TfW Rail.

Beyond these current orders, CAF is also bidding to build trains for HS2, while a contract for new Docklands Light Railway trains could be switched to Newport from elsewhere in Europe. **E**



The finished passenger saloon of a Class 195 DMU destined for use by Northern, looking towards the driving cab (with its door open).



The driver's desk of a Northern Class 195 DMU showing the centrally-positioned seat.

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Clayton made its name with locos for mines and tunnelling, such as this 'man rider' for UK Coal. Clayton Equipment

Old name new outlook

Clayton Equipment has survived where other loco-builders have not. **Alistair Grieve** pays a visit to the now-independent company's base in Burton-on-Trent to find out more.

THE traditional view of a locomotive works is one of large buildings, high roofs and acres of land and sidings, so to find that one of Britain's last standard gauge locomotive manufacturers is operating out of an industrial unit on the edge of Burton-on-Trent will probably come as a surprise to many. More so when they see the name on the side of the building: Clayton Equipment.

Whilst many will associate the company with the ill-fated Class 17s and the final assembly of the Class 47 lookalikes for Cuba in the 1960s, the company is much more than that and – unlike its many competitors that have fallen by the wayside – is still going today and still building locomotives.

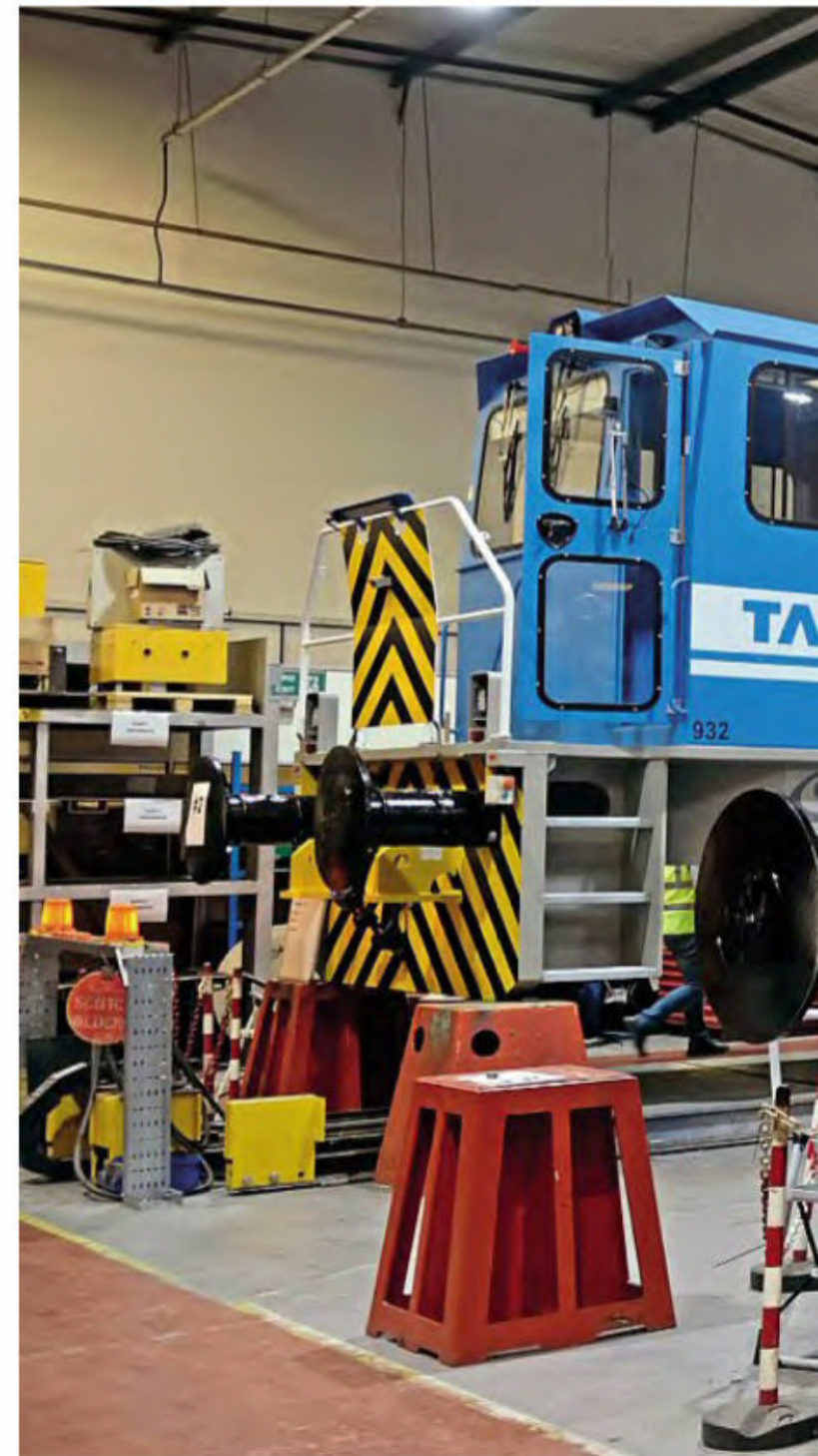
90 YEARS OF HISTORY

The company can trace its history back to 1931 when it was founded by Stanley Reid Devlin, manufacturing

goods and spare parts for Clayton Carriage and Wagon Equipment. Stanley had been the chief draughtsman at Clayton Carriage and Wagon but, when the firm went into receivership after the Great Depression, he set up Clayton Equipment to provide maintenance for the existing products.

The company grew and diversified, extending into war materials during the Second World War and then afterwards into farm buildings and equipment. A new large site at Hatton in Derbyshire was acquired in 1946 that allowed the company to expand, and it began to build locomotives and industrial equipment for export around the world. Clayton Equipment was acquired by International Combustion Holdings in 1957, but continued to operate as a self-contained unit, and it was during this time that the Class 17s and Cuba '47s' were built.

Clayton had also moved into mining and tunnelling



equipment, which would provide the bulk of its business for some time. The company began to supply locomotives to the National Coal Board and, when asked to develop a locomotive that could handle steeper gradients, it rose to the challenge. The solution was a rubber-tired locomotive that was so successful it became the defacto standard for the mines. Soon Clayton expanded its workforce as it designed and built a wide range of flameproof locomotives for British coal mines. As the demand from British coal mines decreased, Clayton was able to turn its gaze abroad and focus more on the export market, becoming successful in the tunnelling and construction fields.

In the background there were changes of ownership, with Clayton eventually becoming part of Rolls-Royce Industrial, but the business remained basically the same. In 2005, it became independent again, and in 2006 moved to a new site at Burton-on-Trent, the Hatton site no longer fit for the business needs.

TODAY'S SET-UP

No fabrication actually takes place on site, that is all outsourced to a variety of suppliers (locally where possible), but assembly of all the parts takes place at Burton. There is a short section of mixed-gauge track inside (500-1676mm), but testing of the first of a new line will take place off-site to work out the bugs – standard gauge locomotives being tested on the Ecclesbourne Valley Railway in Derbyshire. Also onsite are the design team and sales and marketing teams, allowing everything to be tightly controlled and enabling a quick response to any queries.

Locomotives can be designed from scratch and delivered in as little as nine months. Waiting for parts to be fabricated and delivered is usually where delays



The smallest loco Clayton has built is 1½ tonne battery locomotive No. B0922B Peter for the Steeple Grange Light Railway.



CBD90s Nos. 931 and 932 being built in the Clayton workshops in Burton on January 28. All photos by Alistair Grieve unless stated

arise, not the actual design or build. Clayton has settled on Deutz or Scania diesel engines with Tier 5 emission compliance, but can also build hybrid and full battery or overhead electric locomotives.

The company offers a range of locomotives from 1¾ tonnes at the lower end to a meaty 150 tonnes at the other. The biggest UK build so far has been the 90 tonne battery-hybrid CBD90 locomotive for Tata Steel, Port Talbot, which was featured in the June 2019 issue of *Rail Express*.

Currently on order are new rack-and-pinion locomotives for the Snowdon Mountain Railway. These are a battery/diesel hybrid that will utilise both heading up hill, but only the battery going down, which will be recharged due to the use of regenerative braking. This allows the locomotive to make five full round trips on one battery charge. These locomotives also include a 12-seat passenger 'pod' and split-height seating in the cab to cope with the gradient change on the line.

Rather less complex were the seven CD40 diesel shunters (with stage 4 compliant engines) which were built in 2017 for the Crossrail project.

The company also take on other non-locomotive contracts that may come along. A recent job was the overhaul of the rope-hauled 'man rider' for the Llechwedd slate mine tours. Upon arrival at Burton, it was found that the bodywork was beyond repair and so a new one had to be designed and built from scratch.

FUTURE FLEET

It is shunters that make up a lot of the queries from UK-based companies these days as they look to replace their aging fleets of engines. A big driver could be the replacement of the Class 08/09s that work up and down the country. At more than 60 years old,



1: Bogies for CBD90 No. 932 being prepared for installation.
2: The battery power inside CBD90 No. 932.
3: Clayton's 'LoCo' (Low Cost Locomotive) demonstrator No. RD001.

with spare parts at a premium, tighter environmental regulations, and a move to heavier trains, time is running out for them. In fact the main restriction on fulfilling orders will be the capacity of the Burton site, as currently it can build one locomotive a month with three at various stages side-by-side. A bigger site would put in extra cost and increase overheads, so it is a delicate balancing act.

The variety of work that Clayton undertake was highlighted by a visit on January 28. The shop floor had the next two Port Talbot CBD90 locomotives Nos. 931 and 932 under construction, with No. 931 almost complete and ready to go. Next to these

were the frames of the first Snowdon locomotive, whilst only the previous week a CB4 (Clayton battery 4-tonne) narrow gauge locomotive had left for Morocco. As soon as No. 931 is out the way, five Lithium-ion battery mining locomotives for a Canadian customer are next. In fact the current pipeline alone could reach into 2023.

As many have found, locomotive building is a boom and bust cycle, which has seen the majority fall by the wayside. But with the UK market for shunters looking up, we could be seeing a lot more Clayton Equipment locomotives on the lineside, more above ground than below. [E](#)

Locos of the RTC

Derby's Railway Technical Centre has been home to an eclectic mix of department locomotives over the years, and in Part 1 of a full survey, **Gareth Bayer** rounds up those that saw active use.

SINCE Privatisation in the mid-1990s, the distinction between the 'departmental' and 'normal' fleets has become blurred to the point of irrelevance as traditional non-revenue earning roles – like maintenance and renewal of the permanent way, track testing and rolling stock commissioning – have become money earners for freight operators, infrastructure specialists and locomotive owners.

Although Network Rail retains a small group of dedicated locos for special duties, the 1970s and 80s were the quintessential era of the departmental locomotive. Barely a depot or works open day went by without one or more of the famous red/blue-liveried fleet being there. The eclectic list of 97xxx and ADB, RDB and TDB-prefixed machines at the rear of our dog-eared stock books, often the final survivors of long-withdrawn loco types, was guaranteed to provoke a deep fascination.

Despite their open day ubiquity, there were actually only four red/blue machines and one of those had only a tenuous departmental role as a depot shunter (the others being a '24' and two '46s'). However, they skewed the perception of the fleet as one formed primarily for powering colourful research test trains around the national network – but the reality was somewhat less glamorous. While many did work these formations, over half of the survivors on the departmental roster only ever had static or non-tractive roles for testing, training, carriage heating, as dead loads or as power unit transporters. Others were transferred to the 97xxx departmental locomotive series for use on large scale engineering projects, often becoming the last of their class in service. One last hurrah before withdrawal – but also one that benefited the preservation movement. Without having their lives extended by departmental use, we would arguably be missing a '24', '28', three '40s', a prototype HST power car, and two '46s'.

This survey will confine itself to the story of the main line departmental fleet in British Rail days, and



There are eight ex-RTC main line locos in preservation, including unique Class 28 survivor No. D5705 – which is pictured at Bury, East Lancashire Railway (where it is being restored), on July 9, 2016. Paul Bickerdyke

the first part will take a look at powered locomotives, while the second instalment will cover everything that no longer moved under its own means. The Privatisation era, shunters or former shunters and the Class 501 driving motor cars converted as battery-powered tractor units will have to wait for another time.

THE EARLY DAYS

The history of departmental locomotives stretches back into the Victorian era, as the larger railway companies had a need for shunting locomotives at workshops or at larger permanent way depots. However, it was not until the 1960s that there was a requirement for main line locomotives outside of the revenue-earning fleet.

The catalyst for this was the creation of the Railway Technical Centre (RTC) at Derby in 1963, which had been urgently tasked with improving the understanding of the wheel-rail interface following a spate of high-profile derailments of two-axle wagons. This, along with development of the Advanced

Passenger Train and investigations into adhesion/wheel slip issues (the study of which is called tribology), led to the conversion of a fascinating collection of research vehicles and much more extensive main

line testing than ever before. While the revenue fleet would still be called upon for many specific workings, the job of powering the new Research & Development Division trains would fall to a small group of dedicated locos.

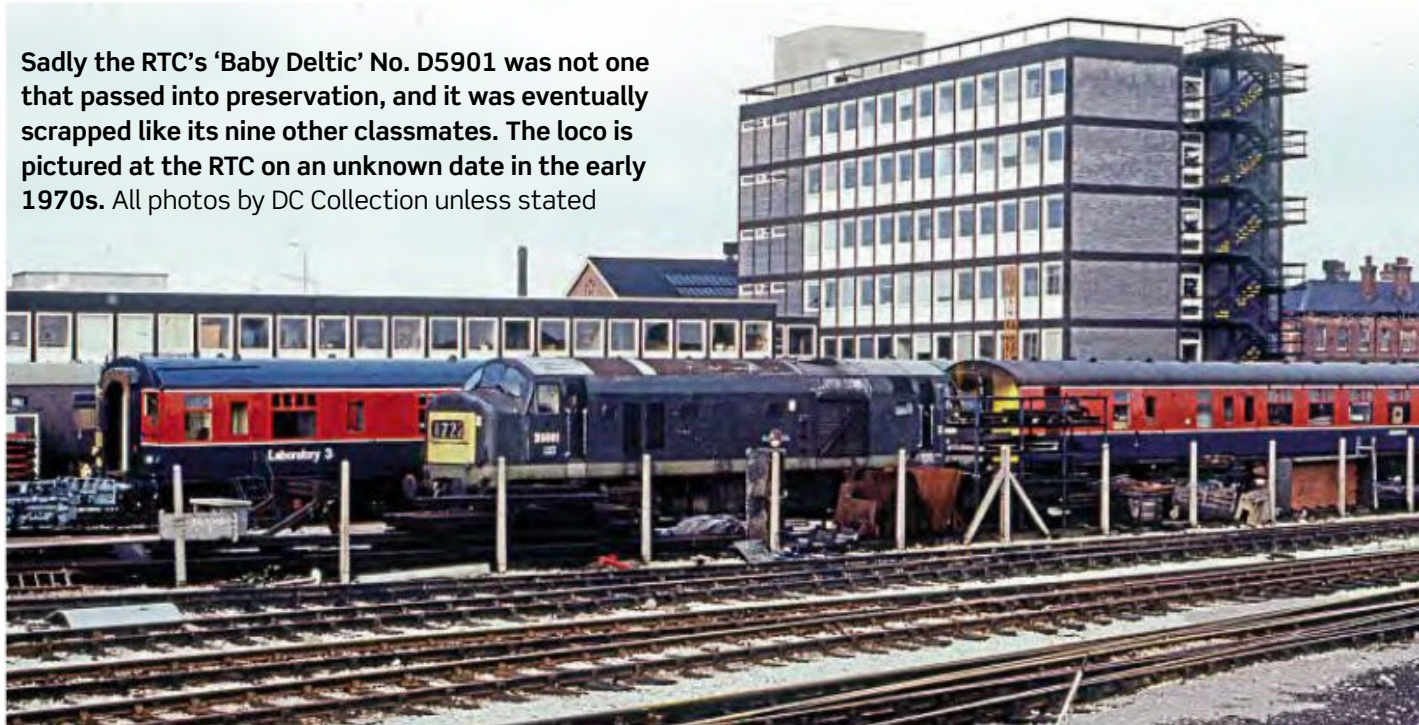
“The RTC was set up in 1963 to improve the understanding of the wheel-rail interface following a spate of high-profile wagon derailments”

CLASS 28

The first main line machine to join the RTC roster was Metrovick Class 28 No. D5705. One of the final 12 examples to be withdrawn in the great Co-Bo cull of September 1968, it was transferred from Carlisle Kingmoor to departmental service at Derby in December that year. While its 11 colleagues made their way to J Cashmore in South Wales for breaking, it was renumbered No. S15705 in February 1969 and would come to be most commonly associated with the new Tribometer Test Train. This debuted in 1972 and was formed of test coach No. RDB 975046 'Laboratory 11' (ex-Mk.1 BSK 34249), adhesion test vehicle No. RDB 999000 (built new as part of the COV-AB programme) and auto-trailer No. RDB 975076 (ex-Mk.1 BSK 34500). The RDB prefix denoted its allocation to the Research Department.

The Co-Bo's main-line resurrection would prove to be short-lived and it was withdrawn again in November 1973. This was still in the dark days before diesel preservation was widespread, so in a fortunate move the locomotive was reassigned in January 1975 as a static carriage pre-heater, gaining the new number No. TDB 968006 (TDB for the Traffic Department). Allocated initially to Swansea East Dock and Bristol Bath Road, it was retired from this role in September 1977. Stored at Bristol until June 1980 and then at Swindon Works, where it was either forgotten or protected from scrapping, it was purchased for preservation – twice – before finally escaping to Peak Rail in the spring of 1986. It is now at the East Lancashire Railway being restored.

Sadly the RTC's 'Baby Deltic' No. D5901 was not one that passed into preservation, and it was eventually scrapped like its nine other classmates. The loco is pictured at the RTC on an unknown date in the early 1970s. All photos by DC Collection unless stated





The RTC had a poor choice of traction in its first decade, being given some of the more unreliable diesel 'cast-offs' from British Railways – locos such as Class 17, 23, 28 that had been earmarked for early withdrawal. Here are Class 17s Nos. D8512 (left) and D8598 at the RTC on September 10, 1978 – the former of which being used as a mobile power station.

CLASS 23

No. S15705 shared duties on the Tribometer tests in those early RTC days with 'Baby Deltic' no. D5901, which must have been a frustrating combination for those tasked with ensuring that trains could always make it back to Derby. Like the Co-Bo, the Class 23 had exactly 10 years of revenue operation, not including a couple of years out for a rebuild at English Electric Vulcan Foundry, before BR could remove it from the main fleet. However, contrary to No. D5705, this story did not have a happy ending in preservation and no Class 23s survive today (although the Baby Deltic Project is aiming to re-create one at Barrow Hill).

Initially loaned to the Research Department in August 1969, No. D5901's transfer became official that December (leaving just Nos. D5905 and D5909 in revenue service). Curiously, it was never renumbered during its career at the RTC and, after a serious failure in February 1976, it was stored at Doncaster Works, from where it was withdrawn nine months later as the sole survivor of the once 10-strong class. It was cut up at the same location in February 1977.

CLASS 17

'Clayton' Type 1 (Class 17) No. D8512 was one of a pair of the unsuccessful centre-cab locomotives to be acquired by the RTC in July 1969 along with No. D8521, which became a static generator vehicle. Initially No. D8512 appears to have been assigned to the Train Control Group that was developing a cab-to-shore signalling system at the Mickleover Test Track (intended for eventual development into an automatic train operation system called BRATO). This work saw the loco usually partnered with vehicle No. RDB975081 Laboratory 17 *Hermes* or, less commonly, No. RDB975280 Laboratory 18 *Mercury*.

From September 1971, the 'Clayton' was also employed on the APT-E suspension and tilt test formation known as the POP train (Power-0-Power). Unfortunately, the unreliability that plagued the type followed it to the RTC, and it was stopped at the end of the year then retired in January 1972 having never worn its assigned No. S18512 number. For the next couple of months, it found employment at General Electric, Stafford, as a mobile generator before moving to Glasgow Works, where it was eventually scrapped in January 1974.

No. D8512 was replaced in April 1972 by Beyer Peacock-built classmate No. D8598 which had, ironically, also been waylaid at the end of 1971. Although this locomotive also never wore its assigned departmental number, No. S18598, its career at Derby was much more successful. Continuing with the Train Control Group, and stencilled as such, it was a regular in the Manchester area in connection with the planned introduction of the BRATO system between Altrincham and Alderley Edge, which was eventually cancelled. Withdrawn in October 1978, along with generator sister No. S18521 (ex-D8521), the pair was criminally reduced to scrap metal at Glasgow Works in March 1979. Thankfully at least one '17' survives today after being sold to industrial use – No. D8568 at the Chinnor & Princes Risborough Railway.

CLASS 24

The adoption of No. 24061 in July 1976 would define the departmental locomotive fleet for years to come and, usefully, provide a more reliable replacement for No. D5901. Withdrawn from Crewe Diesel in the first great swathe of Class 24 retirements in August 1975, it was moved to store at Derby Works in the November and eventually joined the RTC fleet in July



The acquisition of Sulzer Type 2 No. 24061 upped the game for the RTC, as this was a much more reliable loco than before. It was renumbered No. 97201 and named *Experiment* in 1979, then repainted into departmental red and blue livery in 1980. The loco is pictured taking part in a diesel gala at Swanwick Junction (Midland Railway-Butterley) with 'Peak' No. D4 (44004) on September 23, 1984.

1976, receiving the number No. RDB 968007. This was the first main line locomotive, as opposed to a static carriage heater or shunter, to receive a six-digit number in the departmental rolling stock series.

The '24' attended the first of many open days at a staff event at the Derby RTC in September 1977 still wearing its as-withdrawn BR blue livery. However, its daily life mainly followed the pattern of its predecessors at the Research Department, being most commonly found at the sharp end of the Tribometer Test Train. The loco received an engine swap with No. 24063 at Doncaster in July 1979, and was renumbered No. 97201 on return to Derby the following month.

The Type 2's eternal celebrity status was ensured in June 1980 when Toton outshopped it in the departmental version of the BR coaching stock scheme, with red replacing the upper grey band. It also gained the name *Experiment* at the same time, although it is not clear if this was officially sanctioned as it disappeared from the locomotive after the Coalville Open Day in May 1981 and was afterwards only applied sporadically, usually for special events and possibly only on one side at a time.

All good things come to an end, however, and after an 11-year career with the red/blue team it was taken out of service in July 1987, still vacuum-braked only, and officially withdrawn the following December. Its popularity and survival well into the 1980s meant preservation was a formality, although there were a few close shaves along the way, as it had to have asbestos removed at Vic Berry's in Leicester. After several years at the Midland Railway-Butterley, it moved to the North Yorkshire Moors in 1994 where it has remained ever since and is currently stored awaiting an overhaul.



One of the prototype power cars heads an APT test train north from Preston in the late 1970s.

← After being withdrawn from passenger service, the two prototype HST power cars Nos. 41001 and 41002 were used by the RTC as part of the doomed APT project. No. 41002 (43001/ADB 975813) is pictured with a test train at Crewe on November 27, 1977. This power car was scrapped in 1990, but its pair No. 41001 survives as part of the National Collection.



No. 46009 was famously used in the nuclear flask crash test at Old Dalby, Leicestershire, on July 17, 1984 (with classmate No. 46023 as standby back-up loco). This was the scene in August 1984 after the only-superficially damaged flask had been taken away. The loco was cut up on site later that month. Creative Commons/www.nigeltout.com

CLASS 43

The final pair of acquisitions that rounded out the 1970s were the two prototype HST power cars, Nos. W43000 and W43001 (previously Nos. 41001 and 41002) in February 1977, which had been made redundant after the introduction of the production HST sets the previous year.

Withdrawn in November 1976, they were perfect for the accelerated programme of APT-P testing that was underway. Unlike previous locomotives that had been taken on at the RTC for hauling test trains, these joined the Mechanical & Electrical Engineering department (M&EE), which was further clarified in October 1979 when they were renumbered Nos. ADB 975812 and ADB 975813 respectively.

From 1977-8, the power cars usually – but not exclusively – worked alone atop Class 49 APT power cars sandwiched by two or three RTC test coaches (usually Nos. ADB 975051 Test Car 5, ADB 975630 Test Service Car 8 and sometimes RDB 975422 Laboratory 6 *Prometheus*), although they also worked test trains with various prototype HST trailers. Notably, they gained full wrap-around yellow ends for their new role in 1978. For the next few years they were most commonly seen testing half APT-P sets, but by the end of 1981 it was all over and both were dumped round the back of Derby Locomotive Works. They were officially withdrawn in March 1982.

The historical significance of the prototype HST was not forgotten and, in 1984, No. ADB 975812 was restored back to its original condition at Old Oak Common as No. 41001 and it became a popular exhibit at open days and at the National Railway Museum, York – eventually joining the National Collection at the

end of 1988. Sadly the other power car No. 41002 (W43001, ADB 975813) was scrapped at C F Booth, Rotherham, in November of the same year.

THE BIG BEASTS

The 1980s brought a large number of Type 4 withdrawals, particularly from the pilot scheme-inspired 1Co-Co1 fleets, providing useful fodder for departmental service. The most explosive addition to the roster were Class 46s Nos. 46009 and 46023 in November and December 1983 respectively. Allocated the new identities Nos. 97401 and 97402, albeit never carried, the pair were selected for an unprecedented demonstration by British Rail and the Central Electricity Generating Board of the safety of nuclear waste transport by rail. The plan was simple, No. 46009 and three Mk.1s (TSO No. 4514 and SKs Nos. 25254 & 25564) were to be smashed into a nuclear flask wagon at 100mph in front of the world's media at the Old Dalby test track in Leicestershire.

In the end, the date was set for July 17, 1984 and went off without a hitch. The flask was barely damaged, but No. 46009 was destroyed and disposed of by a team from Vic Berry the following month.

Meanwhile, the standby locomotive No. 46023 (which was set up with its own trio of Mk.1s just in case No. 46009 had a case of the nerves) was moved to Toton in August of the same year for storage and, after periods in store at Leicester and Crewe, was eventually cut up by J&S Metals at Basford Hall in April 1994, the last of the Brush 'Peaks' to be scrapped. Its passing was not entirely in vain, however, as it donated spare parts to assist in Pete Waterman's No. 46035 becoming the first privately-owned



The moment No. 46009 met its end as it and three Mk.1s were crashed into a nuclear-flask at around 100mph on July 17, 1984. Creative Commons/Brian Robert Marshall

preserved locomotive to return to the main line under its own power.

A much happier second career was in store for fellow Class 46 locomotives Nos. 46035 and 46045, both withdrawn in November 1984 and taken on by the Research Department almost immediately. The former of these is by far the most famous, being the only other main line locomotive to be painted in the departmental red/blue scheme, again courtesy of Toton. Renumbered No. 97403, it was an adhesion and wheelslip test bed, and worked in conjunction with the Tribometer Test Train (hence the matching livery) with No. 97201 for motive power. Modifications include the isolation of one of the traction motors at the No. 1 end, which was controlled from a Class 46-style driver's desk in one of the test coaches. This research eventually led to the microprocessor controlled SEPEX system (separately-excited traction motors) fitted to the Class 60s. Named *Ixion*, it was eventually withdrawn in August 1991 and was preserved at the Crewe Heritage Centre as No. D172 in green. After returning to the main line with Pete Waterman in 1994, it was stored in 2003 and now languishes at Peak Rail.

No. 46045, renumbered No. 97404, was taken on to supplement the RTC's motive power fleet but does not appear to have seen much use after 1987, ending its British Rail career as a spares donor for *Ixion*. On its eventual withdrawal in September 1990, still in tatty BR blue, it was preserved at the Midland Railway-Butterley where it remains in operational status as No. D182 in 1960s-style blue with small yellow warning panels.

ENGINEERING RESURRECTIONS

During the period 1985-88, two major infrastructure projects prompted BR to reactivate older Type 4s for one last fling before being switched off.



The end of 1984 saw the RTC acquire two more 'Peaks' in the form of Nos. 46035 and 46045, both of which went on to be preserved. Red and blue-liveried No. 46035, renumbered No. 97403, is pictured at the RTC in 1985 in company with Type 2 No. 97201. This loco famously went on to become the first preserved diesel to work on the main line in 1995 under Pete Waterman's ownership.



The Crewe remodelling project in the mid-1980s saw four Class 40s resurrected in 1985 to work associated engineering trains and gaining departmental numbers in the process. No. 97407, which also carries its earlier TOPS number No. 40012, is pictured at Garston Junction, Liverpool, on December 20, 1985. Rail Photoprints



Three of the four '40s' used in the Crewe project went on to be preserved – including No. 40135 (97406), which is pictured dragging a Class 104 DMU out of Rawtenstall, East Lancashire Railway, on November 4, 2017. Paul Bickerdyke

The most famous of these was at Crewe in 1985, which saw the important Cheshire junction station significantly remodelled over the course of a year or so. This included a 49-day shutdown over the summer, the preparation for which required numerous engineering, ballast and spoil trains to be run while the works were in progress. Four Class 40s, all among the final 'Whistlers' to be withdrawn the previous January and February (apart from pioneer No. D200/40122), were selected to be reactivated for these duties and they were renumbered Nos. 97405 (40060), 97407 (40012) and 97408 (40118) in May 1985 and No. 97406 (40135) in June 1985.

The quartet quickly became some of the most photographed locomotives on the network as they worked their way around the North West and North Wales shuttling between Crewe and various loading/tipping points. Their dedication to engineering duties seems to have been honoured, with very few examples of them being grabbed for other duties. Sadly the fun was only fleeting and Nos. 97407 (with painted name *Aureol* and also carrying its 212 number) and 97408 were both withdrawn for the final time in April 1986. No. 97406 was next to be retired, falling by the wayside in December 1986, while No. 97405 was

the last to be stopped in March 1987 (wearing the unofficial painted name *Ancient Mariner*).

The Class 40 fleet was withdrawn and scrapped with indecent haste, and the Crewe scheme kept several 'Whistlers' around long enough to be preserved. No. 40135 (97406) was the first to be saved, being acquired by the Class 40 Preservation Society in May 1988. It is based at the East Lancashire Railway and today wears BR blue livery. Nos. 40012 (97407) and 40118 (97408) were initially both

moved north to Carlisle to provide spares to keep No. D200/40122 operational. Happily, Aureol was purchased by the Class 40 Appeal in September 1988 and is now based at the Midland Railway-

Butterley in early 1970s BR blue. No. 40118 was purchased by D318 Limited at the same time and is slowly being restored at Tyseley Locomotive Works under the care of the 16SVT Society.

Sadly, No. 40060 (97405) was not so lucky, despite being the final member of the group in service. Sent for scrapping at Vic Berry in July 1987 by mistake, this became reality the following year when it was cut at Leicester in March 1988.

A less well remembered reactivation took place during 1987-8 when five Class 45/0 locomotives were

given a new lease of life to work engineering trains in the North East in conjunction with East Coast Main Line upgrade work.

All withdrawn in July 1987, Nos. 45022 (97409), 45029 (97410), 45034 (97411), 45040 (97412) and 45066 (97413) were handed over to the civil engineer the following October. After around nine months of work the venerable 'Peaks' were again stopped, this time for good, with Nos. 97409 *Lytham St Annes* and 97411 being removed from traffic in July 1988, while the rest followed a month later. There would be no Class 40-style reprieve this time, and all were reduced to scrap metal at MC Metals Processing, Glasgow, between October 1991 and July 1992.

REPLACEMENTS FOR EXPERIMENT

With Class 24 No. 97201 nearing the end of its life, the RTC looked to Class 31s as a suitable replacement.

The first Brush/EE machine to be selected was unrefurbished No. 31298, which was renumbered 97203 (No. 97202 being allocated to a training locomotive at Toton depot). Withdrawn in May 1981, only to be reprieved nine months later, it was retired again in July 1986 and transferred to the Research Department. Repainted in the new InterCity-inspired RTC livery at Derby in March 1987, its use on test trains appears to have been limited before it caught fire at Uttoxeter just one month later. Withdrawn in the July, it hung around a couple more years, no doubt to provide spares, before finally meeting its end at C F Booth, Rotherham, in January 1990.

Its successor was No. 31326, which joined the departmental fleet in May 1987 as No. 97204. Also withdrawn in May 1981, it had been reinstated in January 1982 but also never cycled through the Heavy General Overhaul programme. Damaged in a low speed collision at Ipswich yard in March 1987, it eventually emerged after repairs in a slightly different variation of the new RTC livery in February 1988, and could be found in charge of a number of different test formations that had been introduced. These included the new loco-hauled Ultrasonic Test Train formed around Nos. DB99602 (former 4-REP motor coach No. 62483) and the Structure Gauging Train (formed of Nos. DB 975081, DC460000 and DB 975280), as well as freight wagon trials and hauling the RTC's fleet of multiple units around. In early 1989 it even received small 'RTC' departmental flashes above its number.

In the midst of sectorisation in mid-1989, BR reorganised the way it numbered departmental locomotives, bringing all operational locomotives back into the revenue fleet and giving them new "/9" numbers, which saw No. 97204 become No. 31970. While still dedicated to departmental duties, it became more common on passenger trains, but this was not to last and it was out of service by the end of 1990. Withdrawal came in September 1991 and it was cut up by M R J Phillips at Crewe Works in March 1997. ➤



No. 97201 was initially replaced by Class 31 No. 31298 (as No. 97203) in 1986, but after it caught fire in 1987, its place was taken by No. 31326 instead as No. 97204. This 'Goyle' is pictured at Narrowways Junction (north of Bristol) on June 8, 1989 hauling the Class 103 DMU-based Track Recording by Inertial Measuring unit Laboratory 5 (Nos. RDB 975089 and 975090). John Chalcraft/Rail Photoprints

◀ ‘47S’ TAKE OVER

By the end of the 1980s, the wide range of test trains operating on behalf the Research, Civil Engineer and M&EE departments required a significant boost in the number of departmental locomotives. In order to ensure greater reliability, the use of retired types or classes on the way out was eschewed in favour of ETH-fitted Class 47s, and Nos. 47472, 47480, 47545 and 47561 were duly taken on in September 1988 and renumbered into the No. 97xxx series by the simple method of changing the first digit to a ‘9’.

BR blue-liveried No. 97472 (47472) only had a short departmental career, being renumbered back to No. 47472 in May 1989. It did not last long after that, being withdrawn two months after a collision with No. 47533 at Reading in February 1991. It was then scrapped by M R J Phillips at Old Oak Common in May 1997.

No. 97480 (47480) was much more successful, lasting well into the EWS era. Renumbered No. 47971 in August 1989 in the great departmental number changeover, it retained its large logo livery and *Robin Hood* name right to the end. Stopped in 1998, it was officially withdrawn in June 2000 before succumbing to the HNRC gas axe at EMR Kingsbury in November 2001.

Having worked almost every variety of test and trial train during its departmental career, No. 97545 (47545 and renumbered No. 47972 in July 1989) was the perfect poster child for the new Central Services division formed in April 1992. This took over the responsibility for providing traction for test trains, repainting the ‘Brush 4’ at Derby in February 1993 in a new cerise (red-pink) and grey livery with Technical Services branding ready for a naming event at MoD Kington, where it was dedicated *The Royal Army Ordnance Corps*. Stored in November 1998, it passed through Fragonset ownership but ended up derelict at the Carnforth base of West Coast Railways. (Note, two Class 20s Nos. 20092 and 20169 were also painted in the Central Services scheme, but they do not appear to have ever worked any test trains.)

The final Class 47 in the first batch to be acquired was No. 97561 (47561). Initially put to work in its tatty BR blue paint, it was chosen to commemorate the 150th anniversary of the Midland Counties Railway, one of the forerunners of the Midland Railway, in 1989. Named *Midland Counties 150 1839-1989* and painted crimson lake with large logo-style yellow ends, it was only in this condition for a couple of months before being renumbered No. 47973 (August 1989). Denamed and repainted into InterCity Mainline colours (one of the new general user liveries) in April 1990, it was further dedicated after *The Derby Evening Telegraph* at the RTC in September 1990. Common on all kinds of test trains and even passenger duties, it was withdrawn in August 1996 and scrapped the following March by M R J Phillips at Crewe Works.



No. 97545/47972 (ex-47545) became the flagbearer for the Central Services division in April 1992, which took over the responsibility for providing traction for test trains. The loco was repainted into cerise and grey livery, later passing through Fragonset ownership to West Coast Railways at Carnforth, where it is pictured in dilapidated condition on May 13, 2008. It was scrapped in 2010.



The late 1980s/early 1990s saw the RTC take on a total of eight Class 47s, although not all at the same time. The last of these was No. 47976 (47546) in June 1990, which initially carried General grey livery but later ‘Dutch’ with the addition of a yellow upper bodyside band. These ‘47s’ were not always confined to departmental duties, and indeed could sometimes be found working passenger trains – such as here at Kensington Olympia on August 30, 1997 when No. 47976 was at the head of the 08.56 Birmingham New Street-Ramsgate, which only went as far as Faversham that day.

Three more Class 47s joined the fleet in 1990, all going straight to No. 479xx numbers. No. 47974 (47531), transferred in the June, was immediately repainted for its new role in all-over General grey livery. Fortunately its drab appearance was livened up a few months later by the additional of a ‘Dutch’ yellow stripe at Crewe, later gaining the name *The Permanent Way Institution* in 1991. After works attention at Doncaster in July 1992, it was denamed and renumbered back to No. 47531 wearing a stunning new coat of the new Rail Express Systems red livery. It was renumbered No. 47775 at the end of 1993, and was eventually broken up at T J Thomson, Stockton, in March 2016.

No. 47975 (47540) became a departmental locomotive in August 1990, the two months’ difference with No. 47974 resulting in a repaint straight into ‘Dutch’ grey/yellow, the first Class 47 to be so embellished. Named *The Institution of Civil Engineers* in December 1991, it was renumbered back to No. 47540 exactly five years later but retained the same livery. It was withdrawn in November 2002 and,

after being preserved at the Wensleydale Railway, it was moved to T J Thomson, Stockton, and scrapped during April 2016.

The final Class 47 to go departmental in 1990 was No. 47976 (47546) *Aviemore Centre* in June, and this made the same General grey to ‘Dutch’ transition as No. 47974. A real stalwart of the departmental, then Central Services and later EWS, fleet, it was finally stored in June 1999 after a traction motor failure. It was withdrawn in December 1999 and scrapped at the Wigan CRDC the following April.

The replacement for No. 47974 was No. 47364, which was renumbered No. 47981 in December 1993 and already in the ‘Dutch’ scheme. By 1996, this was working for Freightliner before becoming an EWS locomotive at Privatisation. Stored in 1998 after working regular freight duties, it met a similar fate as No. 47976; withdrawal came in December 1999 and oblivion at the CRDC in June 2000.

■ The second part of this survey will cover departmental locomotives that were confined to depots or no longer moved under their own power. ■

RTC MAIN LINE DEPARTMENTAL LOCOS

Loco	Departmental No.	BR No.	Departmental use	Status
Class 17	S18512*	D8512	07/69-01/72	Cut Glasgow Works 01/74
	S18598*	D8598	04/72-10/78	Cut Glasgow Works 03/79
Class 23	-	D5901	12/69-11/76	Cut Doncaster 02/77
Class 24	RDB 968007/97201	24061	07/76-12/87	Preserved at North Yorkshire Moors Railway
Class 28	S15705/TDB 968006	D5705	12/68-09/77	Preserved at East Lancashire Railway
Class 31/1	97203	31298	07/86-07/87	Cut C F Booth, Rotherham 01/90
	97204	31326/31970	05/87-09/91	Cut M R J Phillips at Crewe Works 03/97
Class 40	97407	40012	05/85-04/86	Preserved at Midland Railway-Butterley
	97405	40060	05/85-03/87	Cut Vic Berry at Leicester 03/88
	97408	40118	05/85-04/86	Preserved at Tyseley Locomotive Works
	97406	40135	06/85-12/86	Preserved at East Lancashire Railway
Class 43	ADB 975812	43000/41001	02/77-03/82	Preserved in National Collection
	ADB 975813	43001/41002	02/77-03/82	Cut C F Booth, Rotherham 11/90
Class 45/0	97409	45022	10/87-07/88	Cut MC Metals, Glasgow 10/91
	97410	45029	10/87-08/88	Cut MC Metals, Glasgow 10/91
	97411	45034	10/87-07/88	Cut MC Metals, Glasgow 04-07/92
	97412	45040	10/87-08/88	Cut MC Metals, Glasgow 10-11/91
	97413	45066	10/87-08/88	Cut MC Metals, Glasgow 10/91-01/92
Class 46	97401*	46009	11/83-07/84	Cut Vic Berry at Old Dalby 08/84
	97402*	46023	12/83-10/84	Cut J&S Metals, Crewe Basford Hall 04/94
	97403	46035	12/84-08/91	Preserved at Peak Rail
	97404	46045	11/84-09/90	Preserved at Midland Railway-Butterley
Class 47/4	97472	47472	09/88-04/91	Cut by MRJ Phillips at Old Oak Common 05/97
	97480/47971	47480	09/88-06/00	Cut by HNRC at EMR Kingsbury 11/01
	97545/47972	47545	09/88-04/00	Cut CF Booth, Rotherham 03/10
	97561/47973	47561	09/88-08/96	Cut MRJ Phillips at Crewe Works 03/97
	47974	47531/47775	06/90-03/04	Cut by HNRC at Crewe DMD 04/06
	47975	47540	08/90-11/02	Cut TJ Thomson, Stockton 03/16
	47976	47546	06/90-12/99	Cut EWS Wigan CRDC 04/00
	47981	47364	12/93-12/99	Cut EWS Wigan CRDC 06/00

Note: *Number allocated but not carried.



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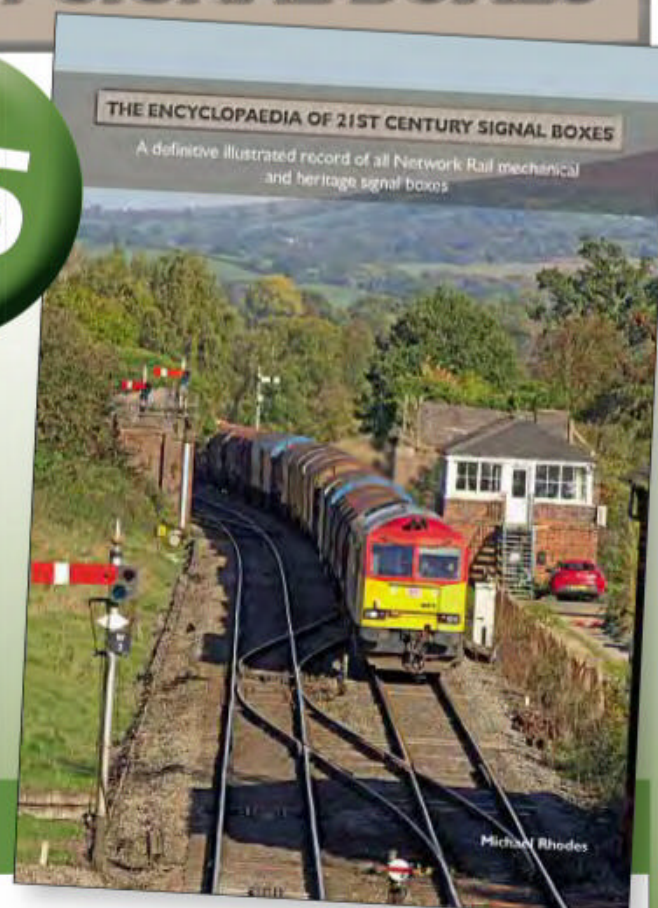
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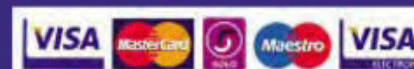
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Just how nimble are today's locos and units, and what's the quickest off the mark?

Neville Hill catches a railtour bound for Yorkshire behind a pair of DRS Class 57/0s.



Nos. 57002 *Rail Express* +57003 pass Colton, south of York, with the outbound leg of Pathfinder's 'DRS Class 20 Farewell' tour from Bristol on January 18. These locos put on a good show and outperformed their Class 57/6 cousin in our time trial. Phil Precious

THE Class 57s were all rebuilt from redundant Class 47s, with the original Sulzer engine replaced by one from General Motors. There was always debate over the power output of Class 47s, starting out as 2750hp before electric train heating (ETH) brought that figure down twice, eventually to 2580hp. The production Class 57s continued this pattern – initially rated as 2750hp, but with the Class 57/0s and prototype ETH No. 57601 shown as 2500hp. We take rated horsepower in this series as opposed to 'power at rail', where further complications are introduced, and the '57/0s' are

theoretically some 7% weaker than their ETH Class 57/6 cousins by this measurement. No. 57603 has already appeared in this column, taking 76sec to reach 60mph with a light 125-tonne trailing load for an RE Factor of 11078. Pathfinder had asked for Class 57/0 power from Bristol to York for its 'DRS Class 20 Farewell' tour on January 18 and was allocated Nos. 57002 and 57003 for the 13-coach, 480-tonne tare load (No. 57002 coincidentally being 'our loco' *Rail Express*). The best place for calculating the 0-60 start was from Tamworth, which is level for three quarters of a mile, followed by an admittedly helpful fall

at 1-in-484. The downhill stretch would not matter for a modern unit, which would be at or near 60mph while still on the level. The gross load, including the two locomotives, weighed in at around 761 tonnes, more than three times our earlier Class 57/6 example, but with less than twice the power. The locos had exerted themselves on the Lickey Incline after a Bromsgrove station call, and the departure from Tamworth was similarly energetic to meet the need

for recouping the five minutes-late deficit against the pressure of tight Saturday morning pathing. Although the 132sec taken by the two '57/0s' to reach 60mph was 56sec longer than that for the featherweight Class 57/6 trip, the RE Factor (which takes load into account and is therefore a better measure of performance than time alone) initially looked to be in the same range, but at 11515 it actually turned out to be slightly better. 📊

TAMWORTH TO BURTON-ON-TRENT

Loco 57002+57003
Vehicles/tare/gross tonnes/inc. locos 13/480/520/761
Train 05.13 Bristol TM-York
Date January 18, 2020
Recorder Neville Hill

Miles	Location	Sch.	M S	MPH
0.00	TAMWORTH d	0	0 00	T
0.02			0 16	10
0.08			0 29	20
0.21			0 49	30
0.45			1 13	40
0.79			1 39	50
1.28			2 12	60
2.17			3 01	70
3.82	Elford		4 20	78
7.64	Wichnor Jct	8	7 17	77
12.88	BURTON-ON-TRENT p.	13	11 56	49

Notes: Timed to 1/100th of a second and rounded to the nearest full second; Distances to 20mph are rounded from three decimal places.

0-60 PERFORMANCES (DIESEL LOCOS)

Time	No.	Load	RE	Notes
70	43016/187	296t	9444	2+4 HST
76	57603	232t	11078	Fastest diesel loco
79	68007	215t	9999	
96	43285/321	391t	9050	2+7 HST
97	43xxx/xxx	440t	10086	2+8 HST
132	57002+57003	761t	11515	
148	66184	481t	10122	
151	50049+50007	730t	8752	
152	73970	281t	11568	
174	D1015	475t	10110	
179	67006	460t	8030	
257	37668+37516	619t	6881	
325	40145	613t	9430	

Notes: Time=number of seconds to reach 60mph from a standing start on the level; Load=total weight in tonnes of train and passengers, including loco if relevant; RE=the RE Factor, our measure of performance based on time, load and power (a higher score is better).

0-60 time	132 seconds
RE FACTOR**	11515
COMMENT	Big train, big effort

Note: **The RE (Rail Express) Factor provides a weighted comparison of performance, taking into account time, load and rated horsepower. A higher score is better.

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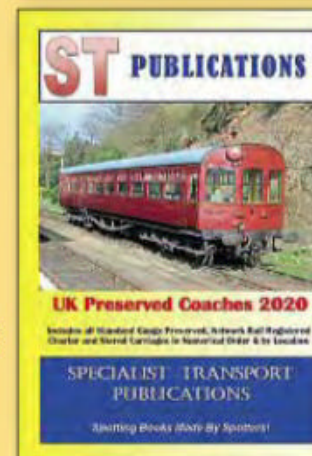
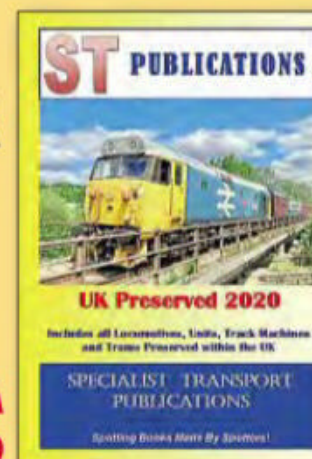
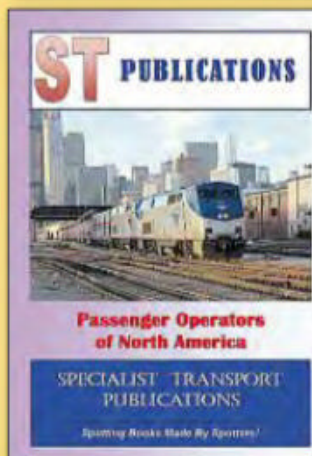
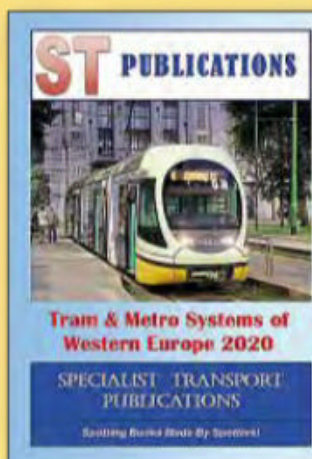
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The great '08s'

Although not officially part of his trainman duties, **Tim Helme** still has shunter stories to tell from his Derby days in the early 1990s.

As a trainman, I did not have much involvement with Class 08s, which is not something I regret, but that is no reason to exclude them from the record. After all, they were always there in the background carrying out their lowly, but no less important, duties.

The reason I do not regret having spent any appreciable time on them is because removing them from their comfort zone of station limits or the yards became directly proportional to the comfort zone experienced in their cabs – that is, non-existent. In short, they were bone-shakers.

I had painful experience of this when I once had to accompany a driver who was taking a Class 08 from 4 Shed to Cockshute Sidings at Stoke-on-Trent, more than 30 miles away. We were restricted to 15mph for the entire journey, which was torturous – both for us and the relevant signalmen. Doubly so for me, however, as the driver I was paired with excelled in small-talk and there was simply no escape in the cab of a Class 08. I would tell you the loco's number, but it would seem the resultant therapy, both psychological and chiropractic, has successfully wiped it from my memory.

I did, however, fare much better than a colleague of mine who was tasked to bring No. 08434 *Midland* from Tinsley to 4 Shed. He was booked to return via the 'Old Road' to Chesterfield, then on to Derby, again at



A typical member of Derby's Class 08 fleet was No. 08814, pictured on Shed Side on February 9, 1991. Richard King.

"Tinsley to Derby turned into an epic 13-hour odyssey"

15mph. But there had been a points failure at Treeton Junction, so he was forced to retrace his painful steps back through Tinsley and ultimately Sheffield. After picking his way around all the passenger trains, it turned into an epic 13-hour odyssey for him. To add insult to injury, I do not recall No. 08434 ever being employed while it was at Derby.

If that experience was not enough, the same chap also landed the rather laborious task of playing nursemaid to four Class 08s stabled on Shed Side one Christmas Eve. As a precautionary measure against frost, and to keep them ticking happily away until Boxing Day, he had to spend part of his shift

hand-pumping fuel into the header tanks of each of them by means of the in-cab lever located on the left-hand side of the driving desk. He ended up with arms like Popeye, and it was not a merry Christmas for him.

In the late 1980s, Derby had 19 Class 08s allocated to it, covering locations and duties as diverse as BREL Loco and Carriage Works, RTC Sidings, St Mary's Goods Yard, Etches Park Carriage Sidings, north and south end station pilots, and Burton and Toton trippers. One was even loaned to Leicester, which had lost its allocation pre-1989, but as locations closed or businesses acquired their own shunters, this number had dwindled to nine by 1990 and five by 1994, namely: Nos. 08536, 08690, 08697, 08956 and the ever-present 08899 (all dual braked).

Withdrawn Class 08s that may have been seen in Derby during this time were Nos. 08838 (1991-94), the previously mentioned 08434 (1991-94), 08814 (1993-94) and 08604 (1994).

Company or privately-owned Class 08s included Nos. 08417, owned by Serco and based at the RTC Sidings; 08602, on hire but later sold to Adtranz Litchurch Lane (latterly Bombardier) in 1991; and 08846 at Litchurch Lane between October 1989 and October 1993. **E**

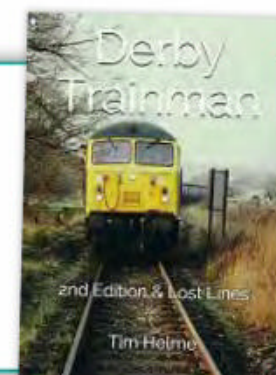


No. 08899 was there in Tim Helme's time at Derby and is still there today, now sporting a fetching maroon livery. It is pictured inside Etches Park depot on September 12, 2014 with nameplates to commemorate 175 years of railways in Derby. Bryn Davies.



No. 08434 came all the way from Tinsley by rail but was rarely used at Derby, where it is pictured on May 25, 1991. Richard King.

Derby Trainman 2nd Edition & Lost Lines (ISBN 9780955191954) is available from www.amazon.co.uk or toplink@btinternet.com priced £9.99.



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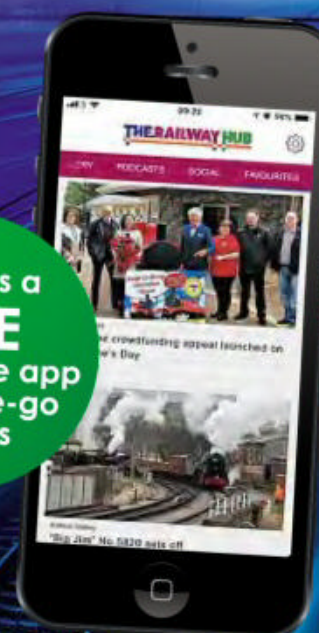
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YEARS AGO... 50 APRIL 1970

■ ROBBERY VEHICLE SCRAPPED:

The Royal Mail coach from which the "Great Train" robbers stole more than £2.5 million in an ambush between Leighton Buzzard and Cheddington in August 1963 was broken up and burned in the scrapyard of A King & Sons near Norwich. The operation was watched by police and security men so that nothing would be left available for souvenir hunters. British Railways was insistent that the vehicle was completely destroyed so as not to be invested with any 'spurious glamour'.

■ CREWE-GLASGOW

ELECTRIFICATION: The Government approved further electrification of the West Coast Main Line from Weaver Junction (Cheshire) to Glasgow at a cost of £25 million. The 235 route miles would be electrified at 25kV AC, with the project expecting to take four to five years (completion was in 1974), being integrated with resignalling and route improvement work previously authorised in April 1969. £22 million would be for equipment and infrastructure work, with the rest for 30 additional electric locomotives (Class 87s). Journey times between Euston and Glasgow Central were then expected to be cut to less than 5½ hours.



DAY OUT FOR SWT '73': South West Trains' celebrity 'ED' No. 73109 was given a final runout on passenger workings in 'stripe-livery' on April 16, 2005, before being sent for a repaint into new 'Desiro' colours. The loco was added to the country end of EMUs Nos. 1398+3481 to work a number of services on the Waterloo-Basingstoke/Alton circuit. It is pictured leading through Vauxhall with the 11.53 Waterloo-Alton.

YEARS AGO... 40 APRIL 1980

■ APT PASSENGER DELAY:

A further delay to introducing an APT service over the WCML followed the derailment of a set while undergoing trials on April 18. Although travelling at around 100mph when a bogie left the track near Carnforth, little damage was caused and no one was hurt. An axle failure was blamed for the mishap. BR's new May timetable showed two weekday trains in each direction annotated 'service operates from a date

YEARS AGO... 30 APRIL 1990

to be announced'. These were due to leave Euston at 07.35 and 16.32, and Glasgow Central at 07.00 and 16.05. They were booked to stop at Preston, and one each way also called at Watford Junction. All were scheduled to make the 401.25-mile journey in 250 minutes at an average speed of 96mph and maximum line speed 125mph. The APT's first official press run from Glasgow to London eventually took place on December 7, 1981, during which it set a new record time of 4 hours 15 minutes (subsequently beaten).

■ NORTHERN FRUSTRATIONS:

Following a meeting of the West Yorkshire Passenger Transport Authority in Leeds on April 6, PTA chairman Michael Simmons said time had run out for British railways over cancellations and late-running of local trains, and that financial penalties were to be applied. 15% of all trains were said to running unreliably. The PTA added that from the May timetable change, if targets were not met then proportionate amounts of the Section 20 payments made to BR would be withheld – which going on previous form would amount to £0.75 million. The PTA said BR's failure to provide specified services cost the PTA both directly through cancelled trips and indirectly as people move away from using railways. It said it had decided to act as from the May change BR's bill for running services was due to rise from £8.7 million to £10.5 million a year.

YEARS AGO... 20 APRIL 2000

■ ENTER THE 'ADELANTES':

Britain's first 125mph DMU was unveiled on April 18, as Alstom-built Class 180 No. 180101 heralded a new generation of 40 streamlined five-car DMU sets ordered for the First Great Western franchise. The new train was unveiled at the Old Dalby test track, Leicestershire, with the design said to include the best features of the builder's 'Juniper' EMUs and well-established Class 156 DMUs. The first '180s' were due to enter service on West Country, South Wales and Cotswold services later in the year, with the whole £80 million fleet in operation in 2001. However, none were initially fitted with ATP or TPWS, which would be needed before starting service, and so full certification would lead to a delayed entry.



CLASS 503 FAREWELL: The RCTS and LCGB ran a joint tour on April 13, 1985 to mark the end of Class 503 EMUs on Merseyside, some of which dated back to the LMS era of the 1930s. Two six-car trains toured the Northern and Wirral lines 15 minutes apart, with passengers swapping over halfway at Southport. One train was formed of 1937-built Nos. 28680+29710+29279 and 29289+29720+28690, which is pictured leaving the depot at Birkenhead Central at the start of the day alongside the second train of 1956-built vehicles Nos. 28371+29843+29140 and 29141+29836+28394. The '503s' were replaced by Classes 507/508, which are themselves about to be replaced by new Stadler-built Class 777s.

YEARS AGO... 10 APRIL 2010

■ DB TAKES A BIGGER STAKE:

German state operator Deutsche Bahn, which already owned EWS, Chiltern Railways, the Tyne & Wear Metro and half of London Overground, added the CrossCountry and Wales franchises to its portfolio by buying Arriva Trains. The £1.59 billion deal was the first foreign takeover of one of Britain's 'big four' rail and bus groups (the others being First Group, Stagecoach and National Express). A takeover of the Sunderland-based company, which also ran the ex-L&NWR workshops at Crewe and a fifth of London's buses) had been on the cards for months amid a trend towards consolidation of the European transport industry. The agreement with DB followed earlier talks with France's train operator SNCF, which ultimately broke down.

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SHEFFIELD VICTORIA

INTERESTING article on Woodhead Line in your February 2020 edition (page 32). However, for the sake of accuracy, it should be pointed out that although the station at (Sheffield) Victoria closed for passengers in January 1970, passenger trains continued to run through the station's derelict shell for many years, until being diverted via Barnsley (in May 1983). This involved a reversal at Nunnery carriage sidings to access Sheffield Midland.

Although Woodhead has gone, additional trans-Pennine capacity could be boosted at relatively little cost by double-tracking the current freight-only former cross-country main line from

South Milford to Castleford, then reinstating trains and so easing congestion at Leeds.

This would be a better option than rebuilding Skipton to Colne, a line that has returned to nature – especially as there is now a regular service from Burnley London Road to Leeds via Hebden Bridge.

Stephen Silcock
Newcastle



SHEFFIELD MIDLAND

THANKS for publishing those nostalgia shots of diesels at Sheffield Midland over the years ('Sheffield 150', March issue).

For me it was a station for 'Peaks' on main line expresses and '31s' on secondary services – plus in summer Class 20-hauled holiday trains, and the famous/infamous Class 40-hauled Manchester-Skegness turn too.

Attached is a photo that always sticks in my mind, however, as it was the only time I've seen a train derail. It shows No. 31446 caught on the catch points outside the power box on September 28, 1985. I can imagine the stick the driver got from his mates that day!

Tom Wilkinson
York



BACK-TO-BACK ELECTRICS

DURING a visit to Crewe recently I noticed the ex-LNER Class 91s Nos. 91122 and 91128 stabled near the station and coupled 'back to back'.

Given that on the East Coast Main Line the locos all point the same way usually (i.e. north), I wondered when and where this pair came to be

so coupled, and which one has been turned?

Neville Waller
Newcastle

Photo taken by Brad Joyce at Crewe on March 9 and used to illustrate Neville's point – Ed

CAMERA PHONE PHOTOGRAPHY



MOTO G5: I have sometimes seen Class 91s running blunt-end first, such as when the DVT fails and the loco has to run round, but I took this shot at Leeds recently of Nos. 91111 and 91106 coupled blunt end to nose end – which is not something I have noticed before. I think the London-bound service was being used to return one of them to Bounds Green. Jim Wilson.



Crewe in the Days of BR Blue / BR Blue - A Personal Reflection

By Michael Hitchen/Stephen Owens
Published by Amberley
www.amberley-books.com
96 pages, colour, 234x165mm, softback. £14.99 each

BRITISH Rail's Corporate Blue era is not everyone's favourite livery, but what the 1970s and 80s lacked in colour they more than made up for in terms of locomotive and unit variety. These two books take us back to those times with a picture-and-caption look at the period.

Michael Hitchen's book focuses on Crewe and immediate surroundings, which back then was even more of a hive of activity than today. There is a good selection of all-colour

images showing the typical diesels and electrics that could be seen, as well as a section at the Works, plus a handy map of the lines in the station area.

Stephen Owens' book uses photos from his own collection that are being published for the first time. There are some black and white shots, and most are taken on stations, but there is a good selection of locations and classes across the country that help remind us times gone.



Rail Vehicle Testing

By Dave Bower
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THERE is nothing like a book by somebody who was actually there to get the real inside story on something, and this is what we have here. The author, who is also part of the team behind the award-winning restoration of Test Car 2 at the Great Central Railway, puts down on paper what it was like to be involved with railway vehicle testing in the 1980s and 1990s.

It is a fascinating look at perhaps an overlooked side of railway operations. We all

take for granted that trains work, but that is only because of the thorough testing that has gone on in the background. The book begins with a description of the various test coaches and locos that were based at Derby, before going into detail on some of the tests and procedures used, with actual examples.

It gets quite technical in places, but that is a positive as you cannot get information like this readily elsewhere, making this is very good value for money.



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5 **Newsdesk:** Product updates

Four different Scottish Region Class 37/0s from the 1980s are added to the Accurascale range; Dapol's Class 21/29 Scottish Bo-Bo arrives; and Oxford Rail issues a useful Land Rover Defender model.

6 **Exhibition diary**

10 **Modelling:** 'Laserglaze' for locos

How to fit Laserglaze by Shawplan in three popular 'OO' gauge diesel locomotive models.

15 **Modelling:** Hunt Couplings

A magnetic alternative to NEM-362 bar couplings for 'OO' gauge coaches is explored.

21 **D&E Files:** Class 159/0s.

A pictorial appraisal of the stylish multiple units that transformed travel on the Waterloo-Exeter route.

26 **Review:** Network SouthEast Class 159

Bachmann's brand new three-car Class 159 DMU in 'OO' gauge, with its new underfloor drive, is thoroughly put through its paces.

30 **Review:** 'O' gauge 'Crompton'

Heljan's powerful Class 33/0 in the form of EWS No. 33030 is tried and tested.

34 **Review:** 'OO' gauge Class 27 'MacRat'

More support for Scottish Region modellers in the form of the Version 3 release of Heljan's popular Class 27, as the Danes continue to dominate the BRCW locomotive scene.

RAIL EXPRESS MODELLER EDITOR

Nigel Burkin

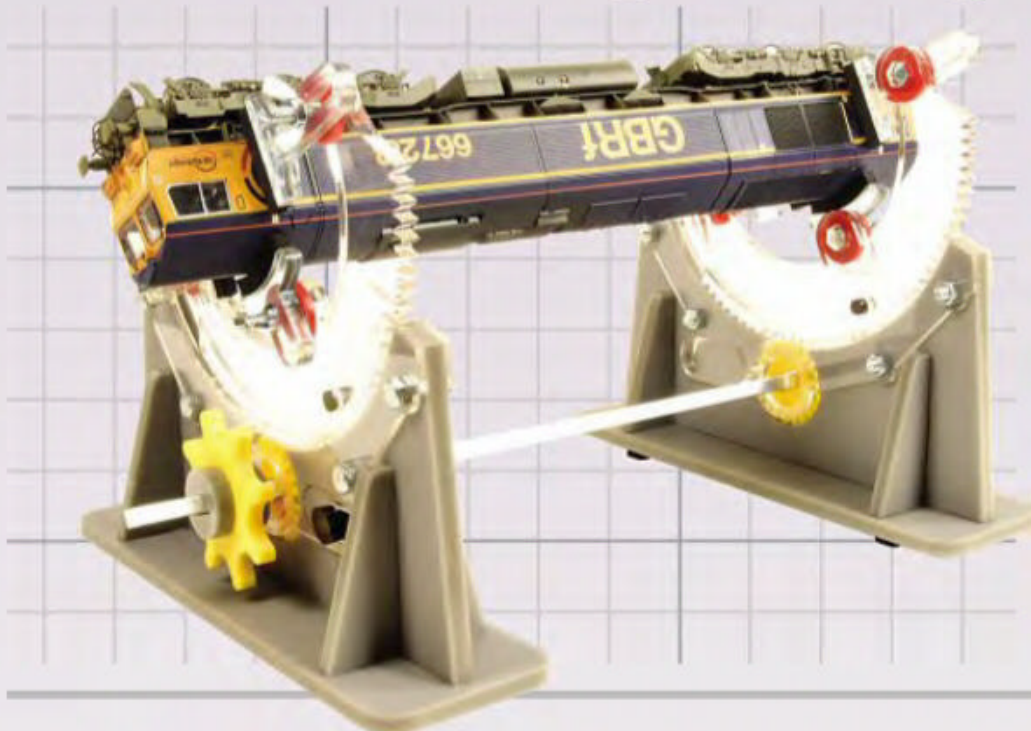
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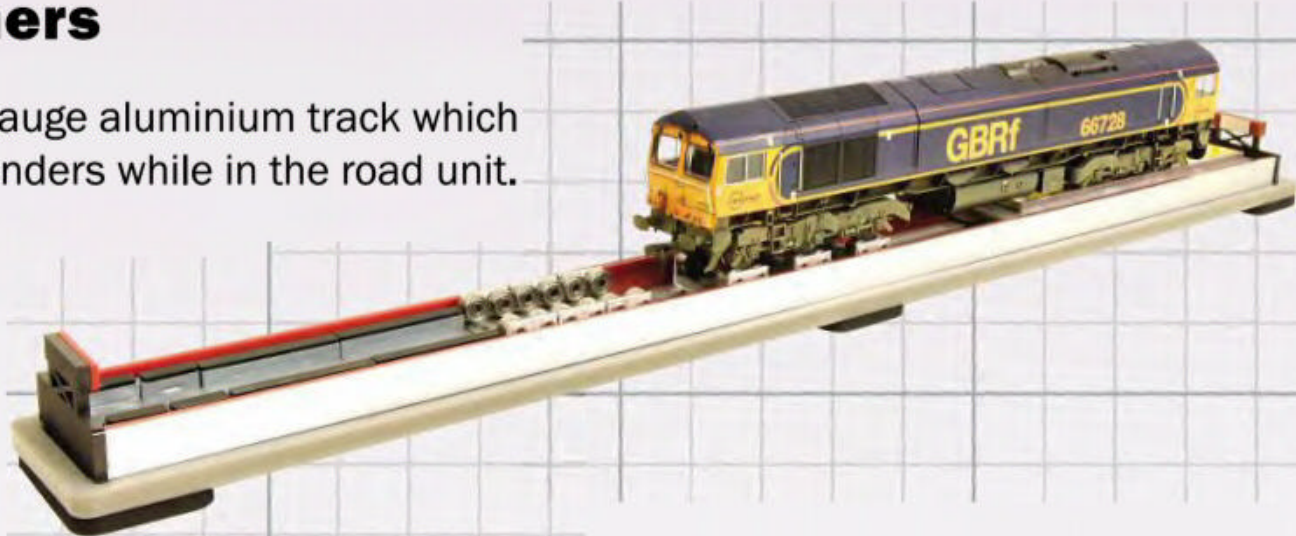
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Scottish Class 37/0s added to the Accurascale range

MODELRAIL Glasgow was the appropriate venue for Accurascale's latest Class 37 announcement: four Scottish Class 37/0s in 1970s and 1980s condition with split headcode boxes.

The locomotives are characterised by having the famous car headlights that were fitted to locomotives working the Far North and West Highland lines to provide greater visibility of approaching trains for those using remote farm crossings.

The model will be released in four different liveries, including No. 37026 *Shap Fell* in Railfreight Distribution livery; No. 37027 *Loch Eil* in BR blue with white stripe; No. 37043 *Loch Lomond* in BR large logo livery and No. 37051 in Trainload Freight Metals colours: liveries that are much in demand by modellers.

All four models will feature locomotive-specific detail, including the car-style headlamps and specific roof and shoulder grilles. Delivery is anticipated for late 2020 and each model is priced at £169.99 for the traditional analogue version. A digital sound option is priced at £259.99.

Pre-orders are being accepted on the Accurascale website at www.accurascale.co.uk 

→ Scottish Region Class 37/0s with split boxes and car-style headlamps are the latest Class 37s to be announced by Accurascale. No. 37056 is typical of the type and was photographed at Inverness on September 15, 1984 in BR blue livery and sporting the car-style headlamps.



NEWS IN BRIEF

GWR HST trailer

HORNBY released a single standard Class Mk.3 trailer for GWR HST sets prior to the Chinese New Year period (R4781G). The model is finished in the same glossy green interpretation of GWR green as the GWR HST power cars released last year. It is one of several slam-door Mk.3 coaches in GWR green set for release in the coming months. It carried the number 42361 and is priced at £34.99. The GWR sliding power door Mk.3 stock for 'Castle Class' mini-HST sets remain to be released at the time of writing and have an anticipated delivery date of spring 2020.

Dapol's new Class 21/29 arrives

SCOTTISH Region modellers are enjoying a great deal of support from the major manufacturers. Dapol released its 'OO' gauge Class 21 and Class 29 locomotives in recent months in various liveries including BR rail blue, BR green and two-tone green with small yellow panels. The models feature all-wheel drive, advanced electronics and lighting; fine moulded and etched details together with locomotive specific details. A review of the model in the shape of No. D6114 will feature in the next issue of *Rail Express Modeller*.



Mk.3 TSO trailer
No. 42361 is the first of a new batch of Hornby HST trailers dressed in GWR green livery expected in the shops during spring alongside the new sliding door trailers. Note the different coupling fitted to the bogies.



New Dapol Class 29 No. D6114 is smartly finished in two-tone green and will be subject to a full review in the next issue of *REM*.



Oxford Rail 'OO' gauge Land Rover Defender with road-rail equipment.

Carillion road-rail Land Rover from Oxford Rail

A road-rail version of the Oxford Rail Land Rover Defender will make a pleasing scenic addition to privatisation-era layouts. Carillion Rail logos are applied to the white body, which also has yellow to the rear and front. Unpowered road to rail apparatus is fitted to the model, gauged for 'OO' gauge so it can be posed on a layout as part of an engineering scene or in a yard where it will not interfere with layout operations. It should be noted that Carillion became insolvent in January 2018, with many rail contracts going to Amey Rail Ltd, placing a 2018 time limit on the model for those interested in era accuracy. The model could be rebranded with transfers if desired. Priced at £7.45, it makes a great pocket money purchase with the potential for further detailing. www.oxforddiecast.co.uk

NEWS IN BRIEF

Realtrack Models PCAs

THE 'N' gauge Diagram PC017B/C CFMF four-wheel cement tank wagons commissioned by Realtrack Models from Accurascale will be reviewed in the next issue of REM. Available in packs of three wagons in Rugby Cement, STS grey and the featured Castle Cement schemes, the models retail for £78 for packs of three individually numbered wagons.

➔ Realtrack PCA wagons finished in Castle Cement livery.



EXHIBITION DIARY

<p>April 4 N Gauge Southeast 2020. East Surrey N Gauge Group. Reigate College, Rushworth Road, Reigate, Surrey, RH2 0SD. 10.00-16.00 Sat. Adult £7.50, Child £3, Family £20. https://esngblog.com/esng-exhibitions</p> <p>Norwich Model Railway Club Exhibition. Hellesdon High School, Middletons Lane, Norwich, NR6 5SB. 10.00-16.30 Sat. Adult £5, accompanied child free. https://norhams.org.uk/wordpress</p> <p>April 4-5 East Lancashire Railway Model Railway Exhibition. Bury Transport Museum, Castlecroft Goods Warehouse, Bolton Street, Bury, BL9 0EY. 10.00-16.00 both days. Admission free. Donations appreciated. www.eastlancsrailway.org.uk</p> <p>Portsmouth Railex. Victory Model Railway Club. Mountbatten Leisure Centre, Alex Way, Portsmouth, PO2 9QA. 10.30-18.00 Sat, 10.30-16.30 Sun. Adult £7, child £1. https://portsmouthrailex.wixsite.com/website</p> <p>South Notts Model Railway Show. Bingham Model Railway Club. Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ. 10.00-16.30 Sat, 10.00-16.00 Sun. Adult £5, Child £3, Family £12. www.bingham-model-rail.co.uk</p> <p>Tame Valley Scouts Railroad 2020. Astley Sports College, Yew Tree Lane, Dukinfield, Cheshire, SK16 5BL. 10.00-17.00 Sat, 10.00-16.30 Sun. Adult £5, child £1, Family £10 (2+2).</p> <p>April 5 Bahnfest 2020. Gaugemaster Controls. Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN. 10.00-16.00 Sun. www.gaugemasterretail.com/magento/rightlines-article/bahnfest2020.html</p>	<p>April 11 Fordingbridge Model Railway Exhibition. Fordingbridge Rotary Club. Avonway Community Centre, 36 Shaftesbury Street, Fordingbridge, Hampshire, SP6 1JF. 10.30-16.30 Sat. Adult £5, Child £1, Family £10.00. https://fmr.org.uk</p> <p>April 11-13 York Model Railway Show. Knavesmire Stand, York racecourse, Racecourse Road, York, YO23 1EX. 10.00-17.00 Sat, 10.00-17.00 Sun, 10.00-16.30 Mon. Adult £10, child £2, Family £22 (2+3). yorkshow.org.uk</p> <p>April 18 Luton Model Railway Club Exhibition. Stopsley High School, St. Thomas' Road Luton Bedfordshire, LU2 7UX. 10.30-17.00 Sat. Adults £6, Child £3, Family 15 (2+2). www.lutonmodelrailwayclub.org.uk/exhibitionpage.htm</p> <p>St. Augustine Small Layouts Model Railway Exhibition. Chelmsford and District Model Railway Club. St. Augustine of Canterbury Church, St. Augustine Way, Springfield, Chelmsford, Essex, CM1 6GX. 11.00-16.30 Sat. Adult £3, Child £1. www.cdmrc.co.uk/pages/exhibitions/small-layouts-exhibition.php</p> <p>April 18-19 Bentley Model Railway Group Trainwest 2019. Springfield Community Campus, Beechfield Road, Corsham, Wiltshire, SN13 9DN. 10.00-17.30 Sat, 10.00-16.30 Sun. Adult £8, child £5, Family £20 (2+2). http://trainwest.org.uk</p> <p>Crawley Model Railway Society Annual Exhibition. Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex, RH12 1SR. 10.00-17.00 Sat, 10.00-16.00 Sun. Adult £7, child £4, Family £19. www.crawleymrs.org.uk</p>	<p>North Down Model Railway Society Exhibition. Bangor Grammar School, Gransha Road, Bangor, Co. Down, BT19 7QU. 10.00-17.00 Sat, 12.00-17.00 Sun. Adults £6, Child £4, Family £15 (2+2). www.ndmrs.co.uk/exhibition.html</p> <p>56th Rochdale Model Railway Exhibition. The Coach House, Lodge Street, Littleborough, Lancashire, OL15 9AE. 10.00-16.30 Sat, 10.00-16.30 Sun. Adult £4, accompanied child free. https://rochdalemrg.wordpress.com/our-exhibition</p> <p>Scarborough & District Railway Modellers Exhibition. Newby & Scalby Community Hall, Scalby Road, Scarborough, YO13 0RA. 10.00-17.00 Sat, 10.00-15.30 Sun. Adults £5, accompanied child free. www.sdrmweb.co.uk/Scarborough_2020.php</p> <p>April 25 Bawdeswell Model Railway Exhibition. 32a Model Railway Club. Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk, NR20 4RU. 10.00-16.00 Sat. Adult £5, child £2, Family £10 (2+2). www.32amrc.co.uk</p> <p>De Havilland Model Railway Society Exhibition. Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire, AL7 3PN. 10.00-17.00 Sat. Adult £5, Child £2. www.dhmrs.co.uk</p> <p>East Kent Model Railway Society Spring Exhibition. The Centre, Alpha Road, Birchington, Kent, CT7 9EG. 10.00-16.00 Sat. Adults £3, accompanied child free.</p> <p>Hemel Hempstead Model Railway Society 60th Exhibition. Leverstock Green Village Hall, The Village Hall, Village Centre, Hemel Hempstead, HP3 8QG. 10.30-16.30 Sat. Adults £4.</p>	<p>Rotary Club of Fareham Rotarail 2020. Fareham College, Bishopsfield Road, Fareham, Hampshire, PO14 1NH. 10.30-17.00 Sat. Adult £6, child £2. https://rotarail.webs.com</p> <p>Stourport Model Railway Exhibition. Wyre Forest Railway Club. Stourport Community Centre, Lower Lickhill Road, Stourport-on Severn, West Midlands, DY13 8RW. 10.00-16.00 Sat. Adults £2, accompanied child free. www.wyreforestmrc.com</p> <p>April 25-26 Bonnybridge Model Railway Club Exhibition. Bonnybridge Community Centre, Bridge Street, Bonnybridge, Stirlingshire, FK4 1AA. 10.00-16.30 Sat, 10.00-16.00 Sun. Adults £6, Child £3, Family £14 (2+2). https://bonnymodelshow.wordpress.com</p> <p>Epsom and Ewell Model Railway Club Show. North East Surrey College of Technology, Reigate Road, Ewell, Surrey, KT17 3DS. 10.00-17.30 Sat, 10.00-17.00 Sun. Adult £7, accompanied child free. www.trainweb.org/eemrc/exhibition.htm</p> <p>West Essex Model Rail. Ilford and West Essex Model Railway Club 90th Show. St. Edwards School, London Road, Romford, Essex, RM7 9NX. 10.00-17.00 Sat, 10.00-16.00 Sun. Adult £7, Child £2, Family £15 (2+2). www.iwemrc.org.uk/exhibition.asp</p> <p>Sutton Coldfield Railway Society Exhibition. Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands, B76 1QT. 10.00-17.00 Sat, 10.30-16.00 Sun. Adult £5, accompanied child free.</p>
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The Fell – 10100

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KR Models releases 'Shark' Ballast Plough Brake N Gauge

KR Models are proud to enter the N Gauge market with the 'Shark' Ballast Plough Brake Van. With CAD drawings at an advanced stage we are ready to accept 'expression of interests' to see whether, there is enough interest in producing this model. We are liaising with our factory in China to ensure that these models will be as accurate as possible. Names and numbers are to be confirmed, while the 'Shark', which has a much broader spectrum of liveries to choose from, will be available to suit different eras from the 1950s to the early 2000s. Liveries are still to be confirmed, as we require that the minimum order for each colour is 250.

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Using Shawplan 'Laserglaze'

One of the most difficult things to replicate convincingly in scale modelling is locomotive cab glazing of any type. 'Laserglaze' by Shawplan Models is a useful product that helps achieve the flat appearance associated with locomotive glazing. We show you how to use it by fitting it to three different ready-to-run 'OO' gauge diesel locomotives and how to avoid the more common pitfalls.



Glazing is one of the more important details applied to model locomotives because it can have a significant impact on the appearance of a model's 'face'. The panes of glass fitted to the cab of a Class 56 is flat, unlike the slight curve in the windscreens of the Hornby model. Note that the glass is not always totally clear.



Class 33 No. 33025 shows off its nice flat glazing and twin arm windscreen wipers. Laserglaze is used to achieve the effect of flat glass fitted to a frame without any edge around the outside. Note that the silver trim is a strip of metal screwed in place, a feature that can be applied with a silver paint pen such as a 'Sharpie'.

GLAZING is one of the areas that has seen significant advances in ready to run locomotives in recent years. Flush-fitting moulded glazing units are now a given in all 'OO' gauge (4mm scale) locomotive models and the improvement it makes in the overall appearance of the model is much welcomed by modellers, even though it can vary in quality from model to model, depending on when it was introduced.

Glazing is always going to be a challenge for modellers and manufacturers. On one hand, it is a vital feature of a model because it impacts on how the 'face' of a locomotive appears to the eye. On the other hand, injection moulded plastic body shells in both 'OO' and 'N' gauge have to be strong enough to withstand regular handling and allow intricate detail to be moulded into them, resulting in them being thicker than the metal sheet used in full-size locomotives would be when scaled down.

This 'thickness' has to be overcome by the moulded glazing pieces used for windscreens and cab side windows to make the model appear as if it is composed of sheet metal with windows fitted to a frame and the end result is not always as convincing as one might wish.

Why replace moulded glazing?

Moulded flush glazing goes a long way to achieving the right look to a locomotive cab, but has its limitations. Mouldings are sometimes thicker than scale glazing to match the body shell, giving them a slightly distorted appearance. Sometimes, the mouldings



One of the models treated with 'Laserglaze' in this article is a Bachmann Class 47. Two RfD Class 47 locomotives show their cab glazing at Tinsley in 1998. Note the wear in the black applied to the window area and cab doors. Replicating that level of wear convincingly without making a model look tatty is challenging in any scale.

have a slight curve or bow to the surface, which is the case with the Hornby Class 56, which does not look convincing – it should be flat.

Gaps between the body shell and glazing inserts are also common, as is the use of less than clear plastic. Finally, to ease the manufacturing process, glazing inserts are often tooled with more than one window in each moulding resulting in an edge around the outside of each window. This edge is particularly prominent in many models and is difficult to disguise.

Replacing the factory-fitted moulded glazing will do much to improve the appearance of otherwise nicely proportioned models or those that have been refinished, as was the case of the three examples shown in this article. Laserglaze results in glazing that looks both flat and as if it was a piece of glass fitted to the frame.

Furthermore, Laserglaze can be used to replace damaged or missing glazing pieces. Those modellers using battered and damaged models for reworking and conversions (which was the case of the Heljan Class 33 model

shown in this article) will find Laserglaze particularly useful. A Laserglaze pack provides a full set of windows allowing the model to be restored to full running order and with better 'glass'!

The product

Laserglaze is an important part of the Shawplan Models detailing part range and can be used to enhance models whether they have been detailed and repainted or not. Each fret of glazing is carefully cut with each unit sized and shaped to fit a particular model. Research the product before buying because there may be different packs for the same class of locomotive. For example, Hornby Class 56s have different glazing sizes depending on the build: the Romanian-built Class 56s have different windows to those constructed in the UK and two different Laserglaze packs are available as a result.

The glazing material is both flat and thin, as close to glass as can be achieved from plastic sheet material. When you open the packet, the glazing is incorporated in a flat fret with the window units fixed at opposite corners. It is pre-shaped making installation easier over using clear plastic sheet and cutting one's own.

Model preparation

When stripping a model of its glazing, take care to recover any separate windscreen wiper details. One of the pitfalls of using Laserglaze becomes apparent when the factory fitted injection moulded glazing is examined in some models such as the Hornby Class 56. The manner in which the glazing plugs into the openings also makes an anchor point for cab interiors and bodysell to chassis clips through integrally moulded clips into the glazing units. Check your model for such



Virtually all ready to run models can benefit from new glazing. The three locomotives in this view all have their original mouldings. Note the edge around the outside of the windows and thick appearance of the mouldings.

TOOLS AND MATERIALS

- Fine grade abrasive paper or sticks.
- Sharp scalpel.
- Cutting mat.
- Tweezers.
- Clear, thin adhesive such as gloss varnish.
- Alternative adhesive is Johnson's 'Klear' floor wax.
- Etched windscreen wipers painted black.
- Black paint.
- Black paint pen.
- Fine sable paint brushes.
- Piece of kitchen towel.
- Low tack masking tape.

anchor points and separate them from the rest of the glazing so they can be glued back in the body shell. Otherwise, refitting some interior fittings might prove to be awkward.

A technique for overcoming the visual appearance of thick plastic body shells, even when using thin glazing, is to apply back around the inside of the window openings. This technique is particularly effective with liveries where locomotives have a warning panel applied over all of the cab fronts such as rail blue livery or the engine room windows in a Class 33 painted in 'Dutch' livery.

Be aware that Laserglaze is precisely sized and cut, so excessive amounts of paint applied to the inside of the window frames will prevent it from fitting smoothly. You either have to gently remove a small amount from around each glazing piece or reduce the amount of paint in each opening. Some modellers will ensure that this problem does not occur by stripping factory applied paint from their models before refinishing. Also consider running a little wet and dry around the openings to remove any moulding line that may prevent the glazing from fitting. This should be done as part of bodyshell preparation prior to painting.

Finally, if planning to use new etched metal windscreen wipers, prepare and prime them before painting them black. Be sure that they are completely dry before the finishing stage of fitting Laserglaze.



Out with the old and in with Laserglaze which is supplied on a fret. Take care to save any integral glazing and body clip mouldings for separation and refitting.



Paint pens loaded with permanent black pigment are excellent aids for patching up around the glazing, should the paint become scratched during the project.

Fitting Laserglaze

The process is very straightforward. The individual pieces of glazing can be gently broken out of the fret, leaving tiny tags in the corners where it was attached – avoid fingerprints and dust if you can when preparing the glazing pieces. The tags must be filed down and the corners rounded slightly to fit the model. Fine grade abrasive paper will smooth off the tags and can be used to gently resize the glazing if it does not slot in with a gentle interference fit, perfectly first time. Check that the glazing is not distorted before applying your choice of adhesive.

A gentle interference fit is required to hold the glazing firmly enough for adhesive to be run around the inside of the frame. Suitable adhesives include thinned clear gloss varnish or Johnson's 'Klear' or 'Future' floor wax which has been sufficiently thinned to flow around the edges of the glazing through capillary action. Apply with



Two different Laserglaze packs may be available for a specific class including the Hornby Class 56 which has a pack for BR-built locomotives and one for Romanian-built locomotives.



A clear adhesive in the form of varnish or similar material is run around the edges of the opening to secure the Laserglaze. Capillary action will do the job for you in most cases.

a No. 0 or No. 1 paint brush and run it into the edge of the glazing from the inside of the body shell carefully to avoid marking the inside of the glazing. Excess material will also flow on to the inside surface, so apply the adhesive sparingly in several applications and not in one go. Excess can be soaked up with the corner of a scrap of kitchen towel, it should not be necessary to coat the glazing surface to secure it in place.

Detailing and finishing

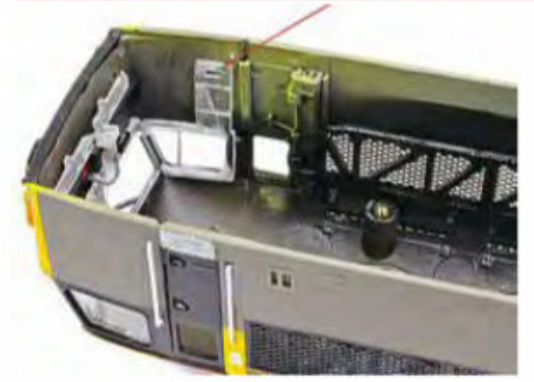
Let's assume that you are happy with your new glazing and it has fitted well with no gaps between the glazing and frames. It is level and



Two Bachmann Class 47s, one with Laserglaze (rear) and one with the original mouldings. Which one looks better?



Close-up pictures are always hard on a 'OO' gauge model. The new glazing stands up well to scrutiny. However, the over-size moulded windscreen wipers do not and etched ones will have to be applied.




Hornby Class 56 cab fixings are moulded integrally with the cab side glazing. The clips are separated and glued back into place.



Preparing etched brass windscreen wipers for the Class 33/0 glazing project. This set of double arm wipers is by Shawplan Models.

flat too, allowing the final process to be completed. Refit the original windscreen wipers or new etched brass ones which will have been painted black before fitting.

A trick to further add realism to cab front glazing is to replicate the use of windscreen wipers. Study photographs of how windscreen wiper blades leave an arc of clean glass. Trim masking tape to shape and apply it to the front windscreens where the wiper would clean the glass. Apply a tiny quantity of matt varnish with an airbrush to represent the less clean area surrounding the arc before immediately and carefully remove the masking. The effect will add a further detail to a detailed and weathered model, but requires a light touch to be convincing.

All that remains is to reassemble the model, assuming that all other detailing work and weathering is complete. The reality is, though, that locomotive glazing is rarely totally clear. However, losing the edge resulting from moulded glazing and the curve sometimes introduced in some model locomotive glazing can transform the 'face' of locomotive models, making the hour or so of work well worth the effort. 



The headcode box window of Class 33s are fitted with the new window material but without adhesive allowing the paper blind detail to be changed if desired.



The finished result applied to a model of No. 56031 Merehead. The glazing is clear and flat – the main objective of the project. Detailing of the cab may become more important when a clear view of the interior is possible.



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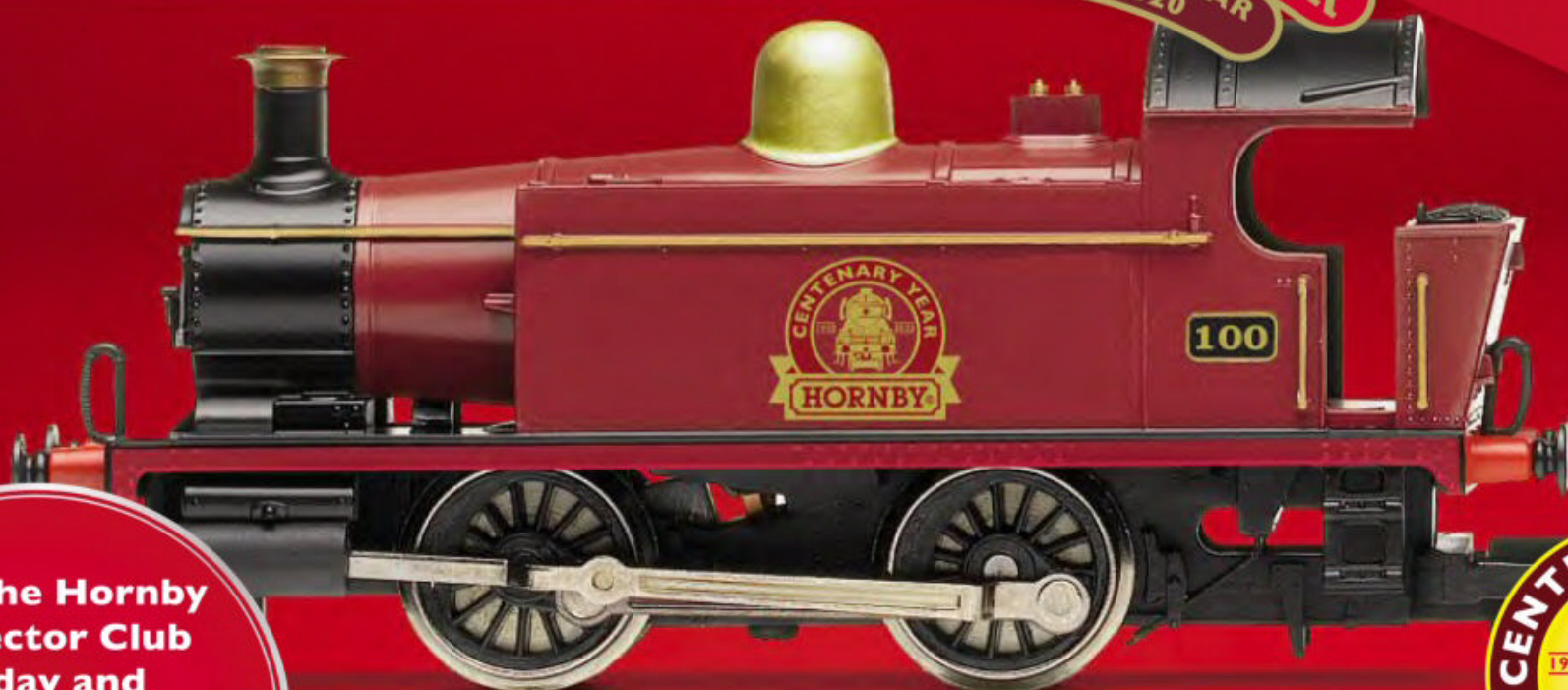
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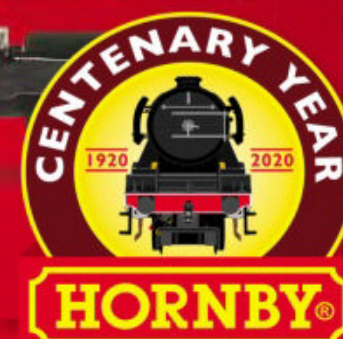
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Hunt Couplings

NEM-362 coupling pockets have done much to expand the coupling options for 'OO' gauge and 4mm scale modellers. Everything from Kadees to simple bar couplings that incorporate a compatible swallow-tail fitting can be used, assuming that the coupling box is correctly fitted. 'Hunt Couplings', marketed by West Hill Wagon Works, takes the bar coupling one stage further with rare earth magnets, providing some useful solutions for fixed trains and with scope for further development.



A pile of abandoned tension lock couplings lies to the side of the track after being removed from Accurascale PCA cement tank wagons in favour of Hunt Couplings. Despite being four-wheel wagons with frame-mounted coupling boxes, the PCAs worked well with Hunt Couplings when tested through 36in radius curves.

A PRACTICAL alternative for the common but obsolete tension lock coupling remains to be agreed and engineered by the mainstream manufacturers for 'OO' gauge models.

The adoption of NEM-362 coupling pockets with their well defined specification seemed to be difficult enough, with Bachmann mounting them at the wrong height at the start and other manufacturers occasionally failing to apply the standard correctly for the height of the coupling box together with its position in relation to headstocks. Supplying a stepped shank tension lock coupling resolved the problem for coupling to other tension lock fitted models, but failed to address the needs of alternative NEM-362 compatible coupling systems – the whole point of the exercise in establishing such a standard. Based on experience, modellers would be excused in thinking that a new, more realistic working coupling system that

fits NEM-362 for 'OO' gauge might be asking too much at this time!

It is left to smaller suppliers to tackle the problem of replacing the tension lock coupling with better ones from an operational standpoint. Perhaps the most annoying feature of tension locks is the slack in each coupling when coupled together, something one might accept with some types of wagon, but not with coaching stock, and especially those used in push-pull and fixed train formation trains.

Manufacturers regularly include fixed bar couplings for NEM-362 boxes with coaches but they are rigid and make the reforming of train sets on the layout awkward to do. Coaches may have to be removed from the layout to couple and uncouple them, which can be a pain at best and will result in damage at worst.

West Hill Wagon Works (www.westhillwagonworks.co.uk) has come up with a simple idea using small but

powerful rare earth magnets which offer some solutions, not only for coaches – their intended use, but wagons too, if the modeller is prepared to experiment a little.

Magnets are the key

Instead of a bar coupling with a swallow-tail fitting at each end, the Hunt Couplings are cast resin shanks fitted with magnets at the outer ends. When coupled together, they become what is effectively a continuous bar coupling that can be pulled apart with gentle pressure. The magnets are fitted in the end so the flat faces meet on contact, forming a strong bond, strong enough for most trains.

The opposite end of the coupling has a swallow tail fitting, or in the case of one type for Hornby HST Mk.3 stock, with a clip mounting for fitting to a model. Each pair of couplings making up one bar has magnets of opposite polarities, labelled 'A' and 'B', so this



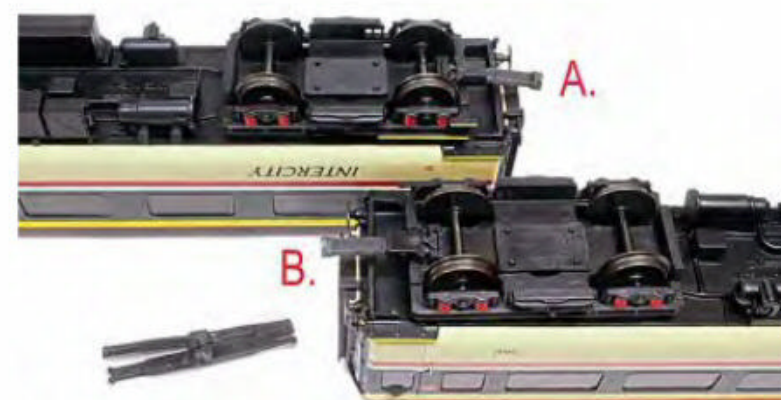
Two lengths of coupling are available, designed to be used with NEM-362 coupling pockets in 'OO' gauge models. They are intended for Mk.2 and Mk.3 stock but have other applications too. A non-NEM coupling mount version is also available.

must be taken into consideration when fitting them. Turn a coach around in a train and the magnets will oppose each other. To account for inaccurately mounted NEM-362 coupling boxes, a



The standard coupling is shown in this view. The couplings have 'A' and 'B' sides as the magnets are polarised. The shank of the 'standard' version is 13mm long, including the magnet, but excluding the swallow-tail fitting.

Close coupling is possible with some stock using the 'close' coupling that has a shank length of 9mm. This length finds uses with bogie wagons such as the Bachmann BDA, but is still too long for the Dapol 'Turbot'.



The manufacturer's intended use for the Hunt Coupling is coaching stock including Hornby Mk.2 and Mk.3 stock. Hornby Mk.2f stock has NEM coupling pockets mounted on the bogies, making the choice of length important to avoid gangway and buffer lock on the layout's sharpest curves.



The 'close' couplings fitted to the Hornby Mk.2f produces a coupling gap of 1.5mm to 2mm depending on the slack in the bogies and coupling boxes. This is only suitable for very broad curves.



A combination of 'close' and 'standard' coupling produces a coupling gap of 3mm to 4mm depending on the slack in the coupling boxes.



At 6mm to 7mm, the widest gap between the gangways is achieved with the 'standard' coupling fitted to both coupling boxes.

◀ stepped version is also available. Each coupling is made up of a simple resin plastic bar which, when examined closely, appeared to have a slight bow in some of them. They should not be straightened as there is the chance of snapping the shank in two. Trials showed that the slight bow was irrelevant though, as the magnets soon sought each other and coupled up with a smart click – there usually being sufficient slack in the coupling pockets to allow the shanks to take up the desired position.



The choice of coupling length will be determined by the need to prevent the gangways and buffers from locking when the coaches negotiate curves.



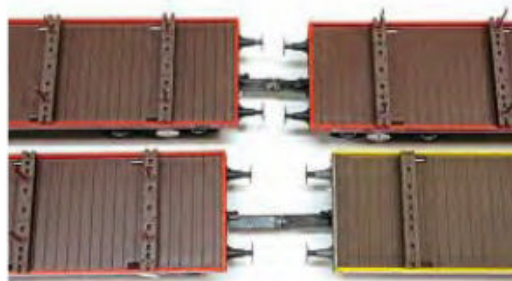
There is definitely a need for a coupling with a shank shorter than the 9mm of the 'close' type for models with kinematic coupling cams, such as the Hornby 2BIL, a model that uses a bar coupling between the two vehicles making up the train.

Intended use

The first couplings in the range are designed for coaching stock including HST trailers and hauled stock fitted with NEM-362 pockets, such as Hornby Mk.2s. The tension lock coupling is removed and a Hunt Coupling inserted carefully in the coupling box. The adjacent similarly fitted vehicles couple up instantly on a layout as the magnets attract each other. Those models fitted with kinematic coupling cams will behave in the same manner as they would with a solid bar coupling. The appearance of the bar is considerably less visually intrusive than tension lock couplings.

Testing the couplings

Two lengths of couplings are available: a 'standard' length that will suit a non-kinematic coupling cam fitted model such as the Hornby Mk.2e and Mk.2f stock alongside the Mk.3s. This is also suitable for models expected



Bogie wagons operated in fixed rakes or blocks of wagons within rakes benefit from the Hunt Coupling. The difference between the 'close' and 'standard' couplings are clearly visible in this view. Some wagon models would benefit from a coupling with a shank of 4mm to 5mm in length.



A side view of the couplings clipped into the bogie-mounted NEM coupling pockets of the BDA wagon.

to operate over sharp curves down to second radius to avoid buffer and gangway locking.

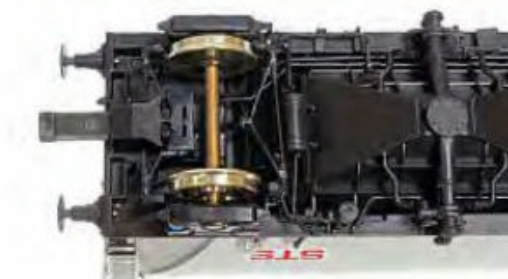
The 'close' coupling better suits broad curves and models with close coupling cams. Testing showed that they performed in the same manner as solid bar couplings and a fair weight had to be hung behind the locomotive before any of the couplings disengaged. A standard length HST set presents little difficulty for the couplings.

Looking further afield

Clearly, the potential of using the Hunt Coupling with wagons used in block trains was not lost on the editorial team. A number were fitted to Bachmann BDAs and Dapol 'Turbot' wagons that would be operated in block rakes with a conventional coupling matching locomotive couplings on the outer wagons. The 'close' coupling type seems to be best suited to bogie wagons, which performed as well as the test



The couplings in action in Bachmann BDA wagons working over on 36in radius curves.



Experiments with fixed wheelbase wagons such as the Accurascale PCA cement tank wagon were undertaken and with considerable success. The 'close' type was used to replace tension lock couplings in a block train, removing the excessive slack between the wagons when tension lock couplings are used.

coaches. A rake of Accurascale four-wheel PCA cement tank wagons with frame-mounted NEM coupling pockets were tested with 'close' couplings. Being four-wheel wagons, it was expected that the couplings, designed for bogie stock, would be too rigid to cope with reverse curves over point work and sharp curves. Testing revealed that there was enough movement in the NEM coupling box mount and the couplings themselves to allow them to be used in the PCAs and other fixed wheelbase wagons. Their use eliminated unrealistic snatching between wagons when tension lock couplings were fitted.

Use in block rakes of wagons (or block sections within a longer train) is an interesting consideration given that the couplings are priced at £12.95 for 10 pairs, which compares well with alternative systems that could be used to replace tension lock couplings to make operation of a rake of wagons smoother. A block rake may not need to be taken apart very often but the Hunt Couplings make the job quite straight forward when reforming trains in the fiddle yard. Part blocks of wagons within a longer train allowing it to be divided up in a yard using an operational coupling at the outer ends of a section could be considered, in a similar manner as the 'jumbo' trains of Mendip stone are divided or combined at Acton.

A shorter shank version would



There is sufficient clearance to negotiate curves down to 30in when used in wagons such as the PCA. Note that the coupling boxes are correctly mounted in relation to the wagon headstocks. The economical price of the couplings makes them an ideal choice for inner couplings in block trains.


be welcomed for those wagons and passenger stock with NEM coupling pockets fitted beyond the headstocks, such as the Dapol 'Turbot'. It is possible to modify the couplings to shorten them and secure them into NEM pockets. Take care when filing shanks so not to breathe in any of the dust.

Future developments

The face of both the 'A' and 'B' polarity couplings in a coupling pair are flat, making the resulting bar quite rigid, although experiments have shown they can work with fixed wheelbase wagons. Would replacing one of the magnets with a round one provide some further flexibility? Would such a change cause problems with the strength of the bond?

Another consideration for the manufacturer would be to produce a shorter length coupling for wagons such as the Dapol Turbot, in which the coupling box extends beyond the headstocks. Both the close and standard Hunt Couplings resulted in too large a gap between the wagons. The same was true when the couplings were used in a Hornby 2BIL EMU model to replace the solid bar coupling.

Finally, the needs of 'N' gauge modellers spring to mind. NEM-355 pockets are increasingly common in ready-to-run 'N' gauge stock, together with close coupling cams. A Hunt Coupling to suit 'N' gauge bogie wagons and coaching stock could be developed, with a narrow shank and NEM-355 compatible fittings. Would a sufficiently small magnet be available? It's food for thought! Clearly, the potential for the concept is large and would have many applications if developed beyond the current range intended for coaching stock.

If you decide to have a go with the Hunt Couplings for any purpose other than the intended coaching stock, buy a pack of 10 pairs to experiment with before committing to any more. At £12.95, some experimentation to adapt them for other applications is certainly not going to be expensive and could be very rewarding. 

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A footbridge at the end of Marlborough Road and located close to Fisherton Tunnel provides an excellent vantage point for observing trains heading east and south from Salisbury. Two pairs of Class 159/0s pass each other on Exeter-Waterloo services on August 3, 2001 with No. 159017 leading a Waterloo service. Note the new end door in the cab gangway.

Class 159/0s - the first 22



Part of the Exeter-Salisbury-Waterloo core route of the Class 159/0s is over the main line between Worting Junction near Basingstoke and Waterloo. Some of the Salisbury-Waterloo services called at Farnborough, which provided the opportunity to photograph No. 159006 on April 12, 1999.



Straying from the core route was No. 159005 passing Millbrook on its way to Salisbury from Southampton on July 21, 1999. By this time the livery was becoming faded and was supplemented with Stagecoach brandings.

REPLACEMENT of the traction used on the West of England route between London Waterloo and Exeter via Salisbury and Yeovil became critical in the early 1990s.

The performances of locomotive hauled trains serving the route fell to unacceptable levels, with regular failures causing significant disruption to services, especially over the single-track sections of the route west of Salisbury, despite drafting in additional locomotives from other areas including Class 47/4s and Class 47/7s.

A permanent solution was sought by Network SouthEast management, which considered various options, including new locomotives and stock; electrification or replacement of existing equipment with long distance Inter-city standard diesel multiple units.

In the event, the solution presented itself by Regional Railways, which was taking delivery of its Class 158 fleet at the time. Under construction at Derby since 1989, the Class 158 had entered service and was settling down following issues with cracks in the aluminium bodyshells and issues with the brakes.

An economic downturn prompted Regional Railways to review its need for Class 158s and it decided to curtail its order with BREL Derby, with Network SouthEast taking up the option for the remaining Class 158 vehicles, the number of which correlated with the need for West of England services.

Built as Class 158s

A total of 22 three-car Class 158s were

built at BREL Derby to Regional Railways specification, which was deemed to be inadequate for the long distance Waterloo-Exeter route that was seen to have considerable growth potential.

No agreement could be reached with BREL Derby to change the specification of the units. They were dispatched to Babcock Rail at Rosyth for refitting with better seating, the installation of a First Class saloon with comfortable two plus one seating; improved sound-proofing and other modifications after being released from BREL Derby.

Class 159/0s are more powerful than the majority of the Class 158 fleet, equipped with Cummins 400hp engines, one to each car instead of the 350hp engines fitted to all but a handful of Class 158s.

The first Class 159/0 was delivered to Network SouthEast in January 1993, finished in the light grey and white express version of Network SouthEast livery. Despite loyalty to the Class 47s and Class 50s that dominated the West of England route, enthusiasts could not deny that the Class 159/0 revolutionised services on the route after they had settled into service.

Number sequence and routes

The 22 units are formed as DMCL-MSL-DMSL and numbered as 159001-022. Following the conversion of eight former Regional Railways and Trans-Pennine three-car Class 158s to Class 159 standard, the original 22-strong 400hp fleet was classified



A Bristol Temple Meads-Salisbury service formed of SWT No. 159019 was caught on camera approaching Hawkeridge Junction near Westbury, travelling south from the Trowbridge direction on May 7, 2004.



Class 159s were a common sight at Aller Junction working to Plymouth, Penzance and Paignton. SWT No. 159005 was taking the line to Paignton when photographed on September 25, 2003.



SWT Class 159/0 No. 159001 *City of Exeter* was reduced to a two-car set when photographed at Eastleigh on November 11, 2003. Several Class 159s were named, including No. 159002 *City of Salisbury*, No. 159003 *Templecombe* and No. 159004 *Basingstoke and Deane*.



A side view of Class 159 DMCL vehicle No. 52878 of set No. 159006.

as Class 159/0 and these were not restricted to the main line to Exeter where they would work in six-car formations at busy times. They could also turn up on Reading-Brighton services, be found working between Salisbury and Southampton and the

Salisbury-Romney via Southampton route. Until reorganisation of franchises in the south west of England, workings into deepest Devon and Cornwall were routine, with the Class 159/0 a common sight at locations such as Aller Junction, Paignton, Plymouth and

Penzance in addition to their core route. Workings to Bristol via Westbury were occasionally observed, as were services through to Weymouth via Yeovil.

A purpose-built depot to maintain the Class 159/0 fleet and subsequent Class 170/3s was constructed at Salisbury and remains the base for all 30 Class 159s today.

Changes to the fleet

From time to time, a Class 159 would be reduced to a two-car set and consequently be allocated to lesser duties, as the loss of the middle car or MSL was enough to cause capacity problems on the busy core route.

Refurbishment and consequent repainting in Stagecoach South West Trains express livery commenced around 2000, which also saw the front gangway doors replaced with a new type without a window. Subsequent livery changes saw the passenger doors repainted orange and internal refurbishment including changes for special needs access.

South West Trains (SWT) was one of the longest-running franchises, being awarded in 1996 and concluding in 2017 with the formation of the South West Railway, which has introduced a new livery of silver and dark grey to the fleet. Those running in Stagecoach colours are rebadged until the new livery can be applied.

Photographs of the Class 159/0 units in Network SouthEast livery are not all that common, possibly due to the loss of interest in the West of England route once locomotive-hauled



A view of the cab of DMCL No. 52887 of set No. 159015.




The MSL centre car of set No. 159006 is numbered 58723.



DMSL vehicle No. 57878 of set No. 159006.

trains were withdrawn – Class 159/0s were (understandably) not popular with the traditional railway enthusiast.

In reality, the units only ran under the auspices of Network SouthEast for a few years until the awarding of the South West Trains franchise, which saw the units rebranded until their eventual repainting.

The speed at which things change on the rail network prompts us once again not to ignore the common or mundane – photographs will always be needed for modelling reference, even if it is simply to see how a Network SouthEast Class 159/0 has weathered, particularly on the roof, so the effect may be replicated on the new Bachmann model. 

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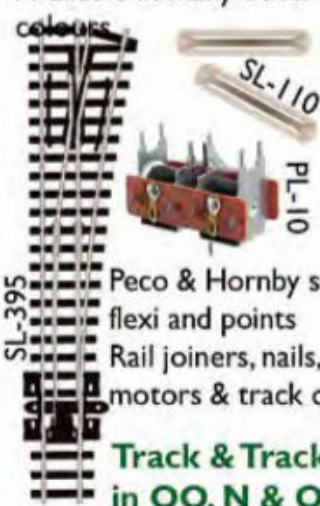
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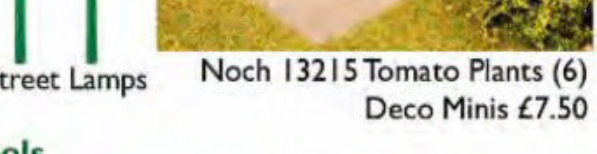
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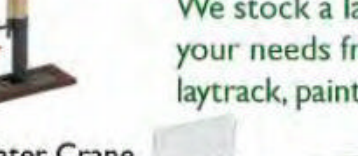
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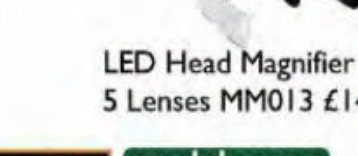
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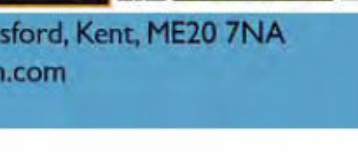
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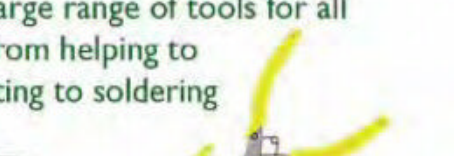
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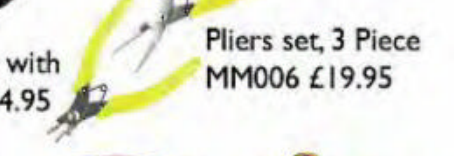
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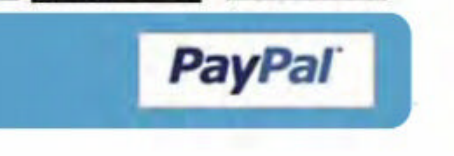
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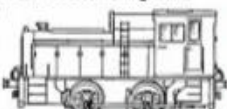


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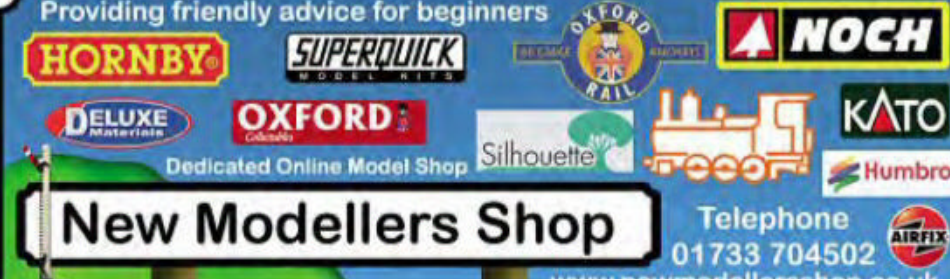


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A three-car Class 159/0 in early NSE condition is set for a spring 2020 release. It used the brand new tooling for Bachmann Class 158s released in December 2019.



Network SouthEast Class 159/0

Brand new '00' gauge models of the Class 158 and 159 by Bachmann replace the original 1990s tooling famous for its protruding LED running lights. Three Class 158s were released in late 2019 after a very long period of development. A single model of the Class 159/0 is due in the spring of this year. New innovations include individually powered driving cars and advanced electronics based around a PLuX22 decoder socket.

ALONGSIDE the three new Class 158s announced a number of years ago was a single model of a Class 159/0 finished in the original Network SouthEast condition.

Unlike Regional Railways No. 158849 (31-517), East Midlands Trains No. 158773 (31-518) and GWR No. 158766 (31-519), the model of Network SouthEast (NSE) No. 159013 (31-520) includes a centre car moulding that will enable Bachmann to offer Regional Railways, Northern Spirit and Trans-Pennine three-car sets in the future, alongside the South West Trains (SWT) and South West Railways (SWR) Class 159/1 sets.

The featured Class 159/0 model represents one of the 22 full-size trains as delivered to NSE for its West of England area, including the core Waterloo-Exeter route (1992-1996). While the units were upgraded

from as-built Class 158s to a higher standard, including a First Class saloon and improved sound insulations, they resembled Class 158s in both shape and design. Bachmann has utilised its new tooling for the Class 158 to produce the Class 159 in early condition, with the original window and emergency ventilation format and without the prominent roof aerial pod.

Bodyshells

When Bachmann first released a Class 158 back in the 1990s, it was a very good tooling for the time that captured the features of the full-size trains, despite some shortcomings in detail and a bulky drive in one car instead of interior detail.

The new model is a vast improvement, encapsulating the character of the Class 158 family but with considerably more finesse.



Working BSI couplings with close coupling cams are fitted to the cab ends of the DMSL and DMCL vehicles. They are a push fit and uncouple by gently pulling the cars apart.

Features closely examined in this review included the taper at the cab sides and inner ends and the cross section profile of the bodyshells, particularly the cab fronts that have the correct angles as the sides slope inwards towards the cantrail level. The roof taper at the cabs is also correctly represented, alongside the change in the sides at the crease near the cab-side windows.

The bodyshell, excluding the cabs, is correct overall including the length and width and has the correct window style, with openings properly spaced and passenger doors neatly moulded with raised door seals. All three bodyshells were checked for faults, including bowing along their length and signs of dimpling in the smooth roof. None were detected in any of the three bodyshells making up the Class 159/0.

Fine detailing

The flush nature of the Class 158/159 leaves little room for fine detailing. The long centre seam line, window frames, door lines and air conditioning ventilators are all well tooled and fine in appearance. The use of a moulded seam to pick out the crease in the body panels and across the roof where the cab joins the body is a little too prominent and many Class 158s and 159s barely show any detail in this area of the body.

Cab fronts are neatly fitted out with flush glazing and separately moulded gangways. The fairing at the base of the cab is adjusted for the working BSI coupling, and the air horns behind the fairing are distinctly undernourished. The small hinged access panel in the fairing is raised on the model where it should be flush. Furthermore, the gangway support recesses are a tad too shallow.

Flush glazing, coloured with a subtle tint, is applied to the sides of the model with the correct format of plain and opening ventilator glazing for an NSE Class 159/0. Additional opening windows were fitted after transfer to SWT. Internally, the seats and tables have been correctly coloured and two-plus-two seating of the same layout appears to be fitted to all three cars, including the DMCL. Cab front glazing is very refined with correctly blacked out sections, including the windows in the front gangway doors. No transparent fly-screens are fitted to the model.

Underframe and bogies

A large number of separate fittings make up the underframes of all three vehicles with engine, transmission, fuel tank, braking and radiator detail all present. None of the detail is represented as a detailed 'box' concealing internal workings or



The model replaces an older one from the 1990s and incorporates numerous technological advances in electronics alongside better detail and finishing.

THINGS WE LIKE

- Powered bogies match the prototype.
- Under-floor mechanism.
- Twin coreless motors.
- Close coupling system.
- Working BSI coupling at the outer ends.
- Illuminated passenger door lights.
- Illuminated interior.
- Correct glazing format.
- Underframe access to the PLuX22 decoder socket.



Under-floor motors and drive mechanisms are fitted to the model, powering the inner bogies and leaving the interior free for detailing with lighting, seating and tables.



Inner end detail of the centre car with roof panel, exhaust and gangway. The inner couplings are equipped with multi-pole connectors to power the model from one decoder.

electronics. The fitting of all the components is solid and without glue marks. Perhaps the most remarkable feature of the model is the use of an under-floor mechanism that is not detrimental to either the interior of the model or the underframe detail. The inner end couplings, with their close coupling cams, do impact on the inner toilet tanks, for which only the outer detail is fitted.

The bogies are more refined than on the original Bachmann model, including correctly moulded yaw damper detail, brackets and secondary suspension detail. The wheels are to RP25-110 standards and have split axles in the unpowered bogies for current collection through stub axle ends. While this is an efficient current collection system, it makes conversion with closer-to-scale wheels more challenging.

The inner end couplings are designed for close coupling with operation on curves down to second radius geometry possible. The gangways do not meet and there is a touch of slack in the coupling cams that causes some snatching and is difficult to adjust. Fitting additional gangway bellows will help close the gap between the gangways and smooth off the motion between individual vehicles.

Under-floor drive

Powering multiple units is always going to be a challenge depending on the type and whether there is a convenient guards and luggage van area to conceal a mechanism. Modern second-generation multiple units are particularly awkward with almost all of the interior given over to passenger accommodation with large windows

making any mechanism all too visible. There have been several attempts over the years to reconcile this problem, (including in Bachmann's model of the 'Multi-Purpose Vehicle' or MPV with its open loading deck) and provide sufficient power for the train.

In the Class 158 and Class 159, Bachmann has taken advantage of the development of small but powerful coreless motors with high torque to closely replicate the transmission of the full-size trains and to good effect. The inner bogies of the Class 159 outer cars are powered in the same manner as the full-size trains, with the motor hidden in underframe detail and coupled to the bogie with a short drive shaft providing four driven axles per model. In the two-car Class 158 models, this is as prototypical as one could wish for and with minimal impact on the underframe or interior, which is adjusted slightly.

The Class 159 centre car model is unpowered, unlike the full-size trains. However, there is sufficient power in the four driven axles in the model to cope with the additional weight of the centre car, which is free-rolling on its split-axle wheel sets. The performance is smooth and quiet, with the model coping well with the additional weight of the centre car when tested through complex trackwork.

Electronics

Advances in the electronics installed in 'OO' gauge models have taken a marked leap forward, as demonstrated in Bachmann's Class 90 and now its Class 158 model family. A PLuX22 decoder socket allows a decoder with a broad range of functions to be installed, including digital sound simply by replacing the decoder blanking plug. To make life easier, the socket

is located in the underframe of car 'A' which in the case of the Class 159/0 is the DMSL numbered as No. 57885. A small panel of detail is unclipped (not a friction fit as suggested in the model's instructions, so be careful not to break anything) to reveal the socket.


Inner unit couplings with electrical connections ensure that only one decoder is required to operate the lighting in all three cars, including interior lighting, cab-lights, door interlock lights and running lights. For those modellers using traditional analogue control, four micro-switches located in the underframe allows various lighting functions to be selected.

Livery and finish

Original NSE livery for express services is applied to the model and with minimal bleed between the various lines and bands of colour. Printed detail is sharp, including the door panels and notices. On the front of the model, a good shade of warning panel is applied, complete with black in the appropriate places.

The orange warning stripe is an unusual addition to the model, given that many lost this feature after delivery to Salisbury depot and introduction to traffic. It may have been applied as a temporary safety feature for when the units were worked between Derby, Salisbury and Rosyth, where they would run under OHLE wires.

The accuracy of the colours is pretty close, although like many manufacturers' interpretation of NSE livery, the colours are a little dull, particularly the red stripes. NSE livery, when clean, was bright and vibrant – that was the whole point – until it became faded after Privatisation.

In such a complex model so well finished in such a complex livery and with a high level of in-built technology, it is a remarkable effort. Apart from the couple of small detail issues, it is an excellent representation of the Class 159/0 in early condition, supported with many new innovations, including the unobtrusive under-floor drive system that should now become a standard for multiple unit trains, replacing the chunky multiple unit drives of the past. 



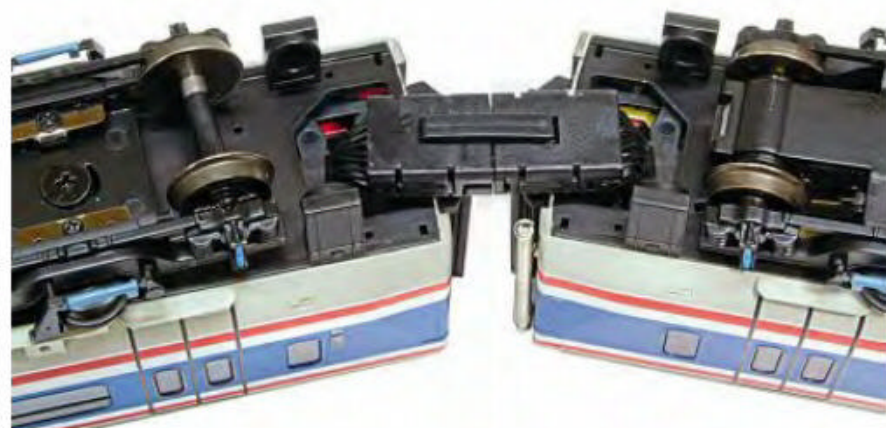
DMCL No. 52885 of set No. 159013.



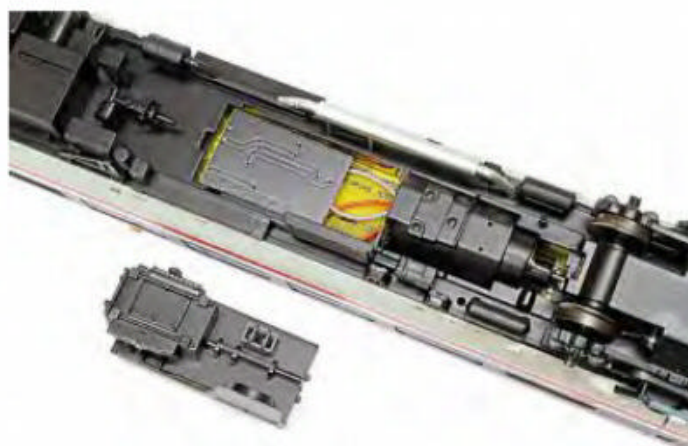
MSL No. 58730 is the centre car and unpowered.



DMSL No. 57885 is equipped with a drive bogie, motor and the PLuX22 decoder socket.



The inner couplings electrically connect all three cars together and are fitted to close coupling mechanisms. One decoder is all that is required to power the functions in all three cars, including the door interlock lights, together with the motors in the outer driving cars.



An underframe panel in DMSL No. 57885 provides access to the decoder socket. Advanced electronics includes six lighting functions.

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Following its repainting in EWS livery, No. 33030 was displayed at Toton in August 1998. It is the only Class 33 to be painted in EWS livery and was one of two to work in Scotland after its transfer to Motherwell in 1999. Note the position of the warning stripe below the cab rain gutter and where it is stepped above the cab doors.

Heavyweight 'Crompton'

Heljan releases more classic traction in 'O' gauge in the form of 10 versions of the ever-popular Class 33/0, spanning its life from 1962 to the present day. The late condition model, post 1992, is the subject of this review.

CLASS 33s remain part of the railway scene today with three members of the class in service with West Coast Railways, including two Class 33/0s.

Built between 1960 and 1961, the then standard Class 33 was numbered as D6500-D6585. Conversion for push-pull working created the Class 33/1 sub-class leaving 65 Class 33/0s, the type embodied by the V.2/3 of the Heljan 'O' gauge model.

Spanning the life of the class from introduction to the current scene requires certain detail differences to be incorporated in the model, including high intensity headlights (square frame) and roof aerials for those models representing locomotives working after 1992-93. It is in this condition that the review model, EWS No. 33030, is modelled and can be regarded as a late condition locomotive.



Application of EWS livery took place as late as the summer of 1998 at the very end of the use of Class 33s by EWS.

Application of EWS livery further ties this model down to the August 1998 to 2001 time-frame during which it spent most of its time in Scotland prior to withdrawal from EWS service.

The full-size No. 33030 was released to traffic in April 1961 as



Heljan has released a batch of 10 different Class 33/0 models as a V.2/3 release, including late condition Class 33/0s, one of which is EWS No. 33030.

No. D6548 and lead a largely uneventful life, being swapped between Stewarts Lane and Eastleigh depots several times until first being withdrawn in 1998. The locomotive was repainted in EWS livery in time for the August 1998 Toton open day before being stored for a time.

Its most notable period of operation came after transfer to Motherwell depot in 1999 alongside No. 33025 to work in Scotland, particularly freight traffic in the Aberdeen area.

It disgraced itself by catching fire near Huntley when working a freight train in 2001. Withdrawal soon followed, alongside No. 33025, which was unserviceable at the time.

Latterly, No. 33030 was overhauled and reinstated for DRS until its sale to West Coast Railways as a source of spares. It was painted in early DRS

livery, a livery which is available in the new batch of 10 models from Heljan.

Plastic on heavy metal

An injection-moulded bodyshell is mounted on a die-cast metal chassis with two motors and flywheels, the usual arrangement for Heljan 'O' gauge bogie locomotives. The result is a heavyweight model that weighs a hefty 2.6kg on four axles, producing a remarkably powerful model for its size.

Clearly, traction will not be a problem for such a combination of five-pole motors and weight, although this will impact on the choice of decoder, which must be capable of the current draw when this model makes a standing start with a heavy train.

The bodyshell has the curves and lines of the Class 33/0, with some good moulding of the shoulder grilles. The curves around the cab fronts



Twin bogie-mounted motors with flywheels coupled to 2.57kg of weight makes the Heljan Class 33 almost as powerful as the recently-released Class 50.



A rich shade of EWS maroon and gold has been applied with a slightly shiny finish. The printed details and detail painting are neatly executed, resulting in a very attractive model.

and the cab roof dome look good and very importantly, the cab and engine room window frames are moulded as a part of the body and not on the glazing inserts. Door lines are subtle and the roof detail is neatly finished with the revised engine roof panel catches that replaced the numerous screws once used to fix it in place. The revised exhaust arrangement is also correctly modelled for a mid to late-life locomotive, with the recess for the original exhaust silencer plated over.

Underframe and bogies

Battery boxes and fuel tank detail is fitted to the model in the same manner as the full-size locomotives, attached to the underframe with space between the frames and the top of the detail. Fuel gauge and filler pipe detail is

present on the tank alongside battery connections on the battery box, which has securing catches moulded on it. The digital sound speaker bay is located in the fuel tank, which has a grille moulded in the underside.

Bogies are also injection-moulded and fitted out with additional parts, such as speedometer drive cable, foot steps and brake cylinders. The ends of the frame are correctly shaped and the sideframes are quite hefty with the secondary springs correctly recessed.

The moulded detail is well shaped, including suspension springs, axle box covers and sand boxes. Little of the brake shoes and rigging is represented and it is not aligned with the wheel tyres.

Added details

In common with other Heljan 'O' gauge diesel locomotives reviewed in *Rail Express Modeller*, the Class 33/0 is adorned with numerous small fittings and details. Sprung buffers and intricate bufferbeam details are neatly applied, including multiple working cable receptacles, ETH jumper cables, air and vacuum hoses. Footsteps above the buffers are fitted too and the detailing is completed with a working screw shackle coupling with fine screw thread and tommy bar. The coupling hook is sprung and swivels correctly in the bufferbeam.

On the body is located an etched cooling fan grille, etched radiator grilles at the No.2 end, cab roof radio aerial

pods and an exhaust grille. Hand rails are composed of plastic and neatly fitted, especially the ones that wrap around the front of the cabs. Flush glazing is clear and, in the main, neatly fitted, although some of the cab windscreens are not fully seated. The headcode blind detail is fitted close behind the middle cab windscreens, which is prototypical and effective, with white blinds showing at the No.2 end.

Drive and electronics

As is standard on Heljan bogie locomotives, a five-pole motor and brass flywheel is mounted on top of each bogie and testing showed that the motors and gear trains are well-matched and deliver a high level of torque and, consequently, haulage power. Tests further demonstrated, that despite having only four powered axles against the Class 50's six axles, the Heljan Crompton could perform almost as well. Putting one of these models on an eight-coach Salisbury to Waterloo style train is not going to tax it too much – it will hold its own with Heljan Class 50s.

Electrics

Four retaining screws partly concealed behind the bogies secure the body to the chassis. The circuitboard with screw terminals interface for a decoder is located on the top with plenty of room for a large scale decoder. As supplied, the model runs on 12v analogue control,



Late features include the square-framed headlight and NRN radio aerial roof pod.


but will require a fairly hefty controller to meet the likely current draw of the twin motor arrangement. DCC users should consider an ESU LokPilot V5 XL or Loksound V5 XL if they desire digital sound to meet the current demand of the twin motor arrangement.

All-wheel current collection through sprung wire pick-ups is fitted. The wires are sprung against grooved bosses behind the driving wheels for effective power collection. The electronics include a working cooling fan, headcode box illumination, tail-lights and the square-framed headlights.

Livery and finish

Heljan has replicated the shade of EWS maroon very well with a rich colour being applied to the model. The printed details are neatly applied, including the EWS gold band and the lettering inset in the gold band. The warning panel yellow is of a pleasing shade and well applied as a thin coat, but with a good degree of opacity.

Grey is applied to the main engine room roof panel while dull silver colours the hand-rails and plates below the cab doors. Particular attention has been applied to colouring the bufferbeam details which are neatly finished in the correct colours. An overall low sheen is apparent on the model over all of the livery colours and the underframe too. Internally, the cabs are detailed complete with the rear dividers and bulkheads, which are correctly painted and with control desk features picked out neatly.

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Cab interior and glazing detail at the No.2 end.



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Eight Class 27s were saved for preservation, including No. 27050, which was photographed on the Strathspey Railway on July 17, 2015 at Aviemore. It carried the number No. 27106 at the time, the locomotive being one of the 24 that were selected for Edinburgh-Glasgow push-pull operation in the early 1970s.

Heljan 'OO' 'MacRat'

Modellers will be delighted with the re-issue of such a useful and popular 'OO' gauge model of the Class 27, with its well-proven drive mechanism. Version 3 issue includes BR rail blue and green versions with locomotive-specific detail and provides a useful opportunity to revisit the model.

LONG-associated with the Scottish Region, the BRCW Class 27 or 'MacRat', a name shared with the Class 26, was a stalwart of the West Highland line and Edinburgh-Glasgow push-pull workings that saw the class divided into three distinct sub-classes.

Built by the Birmingham Railway Carriage and Wagon Company (BRCW) in 1961 and 1962, the Class 27s were numbered as D5347-D5415 and allocated to depots as far apart as Eastfield (Glasgow), Thornaby (Teesside) and Cricklewood (London). Leicester received an allocation as locomotives were transferred away from Cricklewood and Thornaby.

The reallocation of Class 25s on the Midland Region resulted in the Class 27

becoming solely a Scottish locomotive replacing the unreliable Clayton Class 17s.

The majority were constructed with steam-heating and became Class 27/0 with TOPS, working on the West Highland line and Central Belt freight and passenger workings.

At the start of the 1970s, at about the same time as TOPS numbers were being applied, the first sub-class, the Class 27/1, was formed through the fitting of dual brakes to 24 locomotives dedicated to Edinburgh-Glasgow push-pull working, with a locomotive marshalled at each end of a rake of modified Mark 2 stock in top and tail formation.

Class 27/2 was formed when



BR blue examples are among the latest releases including No. 5357 with tablet catcher recesses and No. 27029 with Highland stag motifs.

Deutz auxiliary engines and generators were fitted to 12 of the Class 27/1s to provide power for electric train heating (ETH). Each push-pull set became formed of one each of the two sub-classes until reliability issues resulting from intense passenger working at sustained high speed took their toll. When replaced with Class 47/7s, Mk.3 and DBSO stock, the push-pull Class 27s reverted back to Class 27/0.

The withdrawal of the class was completed by 1987 with asbestos contamination and poor reliability among the reasons for their demise. Interestingly enough, many refurbished examples of the older Class 26 survived them by up to five-years. Eight Class 27s were secured for preservation.

V3 issue

Version 3 release of the Heljan 'OO' gauge model includes examples of Class 27/0 and Class 27/1 using the generally highly regarded original tooling. Locomotive-specific details and a range of liveries from BR green through to BR rail blue with TOPS numbers are included in the latest batch. The list of new models includes those with water tanks removed from

the underframe and tablet catcher recesses covering the life-span of the locomotive. The basic format of a neatly-moulded injection-moulded plastic bodysell mounted on a die-cast chassis remains, with a frame-mounted, five-pole motor and all-wheel drive remains the same as with previous releases.

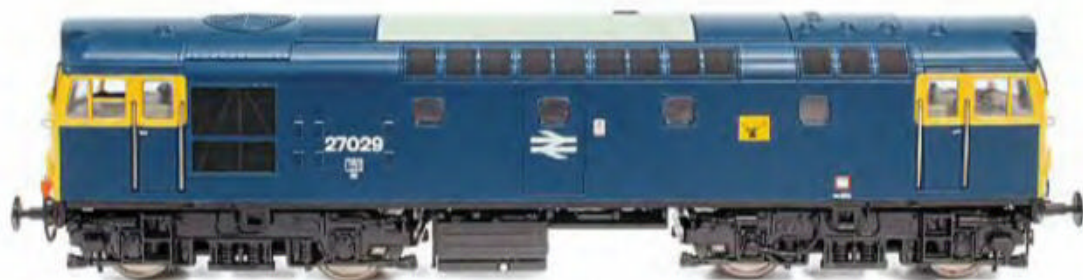
Body detailing

All of the features of a non-ETH locomotive are modelled in the single piece bodysell, which has had the distinctively curved cab-fronts and the shape of the roof and finely detailed shoulder grilles nicely modelled. The large body-side radiator openings remain as fine moulding integral with the body representing the thin mesh material that covered it instead of an etching, as used on the re-tooled Class 33/0 model.

A hint of the framing behind the mesh is visible in the moulding. The bodysell tooling allows for tablet catcher recesses, which are represented on one of the two review models, together with the different cab-side windows. The No.2 end has the correct detail for steam-heating and the various moulded roof panel details have the appearance of distinct body sections



Each model is fitted with sprung buffers, working screw shackle couplings, flush glazing and locomotive-specific details.



A side view of No. 27029 finished in pristine BR blue livery. The underframes are unpainted and always benefit from at least one coat of low shine black, even if there is no intention to weather the model.

rather than an amorphous moulded lump. For those locomotives with no steam-heating boiler, the roof port blanking panels are supplied in the box.

The moulding is, in the main, subtle and stands up well when compared to more recently tooled models. Small detailing components are used to enhance the model and include metal hand-rails, lamp irons, plastic flush glazing, windscreen wipers, cab detailing and an etched roof fan grille. A packet of additional fittings is supplied, which includes miniature snow ploughs, small roof blanking panels and brake hose detail. None of the additional grille detail relating to the auxiliary generator fitted to the 12 Class 27/2 are included, although etched Class 27 grilles are available from Shawplan Models.

Underframe and bogies

Underframe and bogie mouldings are composed of unpainted plastic with a distinct shine to it that will benefit from some toning down. The various parts are clipped in place, with the tank detail and bogie sideframe simple enough to remove and wash for painting – correct washing is essential to degrease the plastic to allow paint to adhere well to the mouldings.

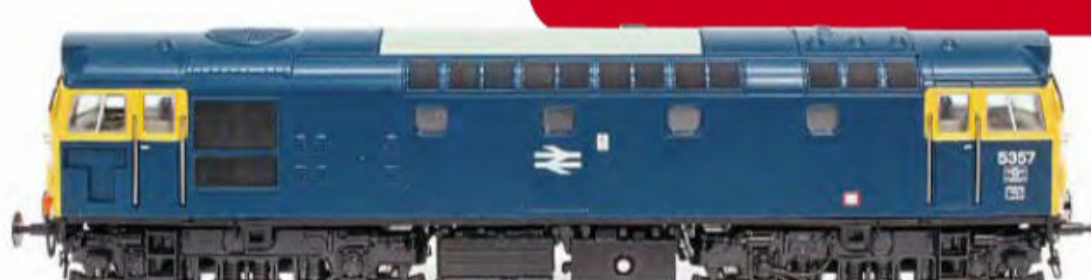
A coat of black paint with an eggshell finish will enhance the appearance of the bogie sideframes and underframe parts, even if the model is to be finished in ex-works condition. The framing located along

the bottom of the body is equally as shiny as the bogie sideframes and will benefit from painting and weathering too. Detail is well cut-in, including the suspension spring detail, which is nicely rounded. The ends of the sideframes at the front are incomplete to allow for the bogie-mounted NEM coupling pocket. Separate foot steps are applied to the bogie frames. Bufferbeams are fitted with metal sprung buffers that depress fairly smoothly. A screw shackle coupling is fitted at both ends of both review models alongside the multiple working jumper cables.

Chassis, drive and bogies

Heljan's Class 27 is a relatively heavy model with four-axle drive powered through a frame-mounted motor in the same manner as the Class 26 and Class 33. The model's chassis and drive are a long established part of the range, used in all Heljan BRCW locomotives and with a reputation for smooth operation and reliability. The five-pole motor is mounted in the middle, encased in a rubberised cradle, which secures it well and reduces vibration.

The bogies are built with gear towers, linked to the twin brass flywheels and motor with drive shafts. All-wheel current collection in the form of traditional wipers supplied power to the simple circuitboard, which is mounted on top of the chassis. An eight-pin interface socket for DCC is fitted, Heljan not taking the opportunity



A side view of No. 5357 with tablet catcher recesses and modified cab-side windows.

THINGS WE LIKE

- Return of a popular and useful model.
- Locomotive-specific details.
- A well tried and proven drive.
- All wheels powered.
- All-wheel current collection.
- Simple conversion to 'EM' and 'P4'.
- Fine grille-work and moulded details.

to upgrade to a more modern type of socket or to through-wire the model for digital sound.

Marker lights and headcode box illumination is through small lamps rather than LEDs, with leads secured to the circuitboard with small edge connectors that are simple to unplug for maintenance and any painting project that requires the model to be dismantled. Illumination is not too bright as a result, and some modellers may choose to replace the lamps with LEDs. The design is not digital sound-friendly, with little room for a speaker in the bodyshell. While a sound decoder will fit on the circuitboard, accommodating a good-sized bass enhanced speaker takes more thought as to where it can go. The fuel tank area is the first choice for many modellers. The advent of small but powerful compact bass enhanced 'sugar cube' speakers has done much to help modellers install sound in some older model designs.

Livery and finish

Both review models are finished in BR rail blue, one with original D-series



The cab and cab roof dome area is well represented on the model.

numbers and the later one representing a late 1970s and early 1980s locomotive with the larger Scottish TOPS numerals.

The shade of rail blue is smoothly applied with a medium shine and good colour density over all raised and recessed details on both models. The shade of warning panel yellow is a Heljan standard shade that equates closely to pre-1985 warning panel yellow. Printed details, particularly those applied to No. 27029, including the Highland stag emblem, is good and with opaque colour.

Apart from a slight amount of adjustment to the chassis framing at the bottom of the body and one slightly mis-fitted headcode panel insert, the models are well-presented and while they are older models, they provide an excellent basis for further detailing and weathering.

The Class 27 is a signature locomotive for the West Highland line and other services in Scotland in the 1970s and early 1980s, making it a welcome one for Scottish Region modellers who will be delighted at their re-appearance, especially given how popular West Highland line modelling remains today. **M**

Produced by Heljan A/S
www.heljan.dk

RRP: £139.95

'MACRAT' DETAIL



The radiator grilles featured in the model's sides are fine toolings representing the fine mesh material that covered the opening. A hint of the framing is visible.



Internally, the circuitboard, with its eight-pin DCC interface, is mounted on top of the heavy die-cast metal chassis.



The motor is mounted in the chassis frame with a rubberised mount.



Underframe detail of No. 27029, which is moulded from shiny black plastic.



The boiler compartment roof detail. Additional parts are supplied in the box to cover the boiler ports in the roof of No. 27029, because it was a no-heat locomotive in this condition.



The cooling fan grille is a fine moulding, allowing a hint of the fan detail to be seen and adding depth to the model.

OO Gauge (1:76 Scale)

Steam locos



H4-AB14-004 Andrew Barclay 0-4-0ST 14" 1863 in Caledonian Railway lined blue (Hat)£99



H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No 6' in NCB green (Hat)£99

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (Hat) (RRP £99)BARGAIN£89



266218 Beyer Garratt 2-6-0 0-6-2 47978 in BR black early emblem and revolving coal bunker (Hel)£212



266217 Beyer Garratt 2-6-0 0-6-2 47979 in BR black LMS lettering and revolving coal bunker (Hel)£212



266219 Beyer Garratt 2-6-0 0-6-2 47988 in BR black early emblem and revolving coal bunker - lightly weathered (Hel)£221

266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel)£221



266215 Beyer Garratt 2-6-0 0-6-2 4982 in LMS black revolving coal bunker (Hel)£212

266214 Beyer Garratt 2-6-0 0-6-2 4984 in LMS black original coal bunker - lightly weathered (Hel)£221



266222 Beyer Garratt 2-6-0 0-6-2 4986 in LMS workshop photographic grey revolving coal bunker (Hel)£212



266213 Beyer Garratt 2-6-0 0-6-2 4993 in LMS black original coal bunker (Hel)£212



266216 Beyer Garratt 2-6-0 0-6-2 7973 in LMS black revolving coal bunker (Hel)£212

1320 Class 1366 0-6-0PT 1366 GWR green shirtbutton (Hel) (RRP £159.95)BARGAIN£99

1321 Class 1366 0-6-0PT 1369 in Great Western green - as preserved (Hel)£135.96



1322 Class 1366 0-6-0PT 1370 in GWR green (Hel) (RRP £159.95)BARGAIN£99

OR76DG010 Class 2301 'Dean Goods' 0-6-0 2534 in GWR green (Oxf)£102

OR76DG002XS Class 2301 'Dean Goods' 0-6-0 2409 in BR Black early emblem - DCC Sound fitted (Oxf) (RRP £229.95)BARGAIN£149.50



R3383TTS Class 4073 Castle 4-6-0 5050 'Earl of St Germans' in BR Green early emblem - TTS sound fitted (Hor)£169.50



R3423 Class 415 Adams Radial 4-4-2T 30583 in BR black late crest (Hor) (RRP £140.99)BARGAIN£79



R3422 Class 415 Adams Radial 4-4-2T 3125 in Southern Railway wartime black (Hor) (RRP £140.99)BARGAIN£79

OR76AR006 Class 415 Adams Radial 4-4-2T 3520 in Southern Railway green (Oxf)£94

R3804 Class 49xx 'Hall' 4-6-0 5972 'Hogwarts Castle' in Hogwarts Railways red - Harry Potter range (Hor)£99

R3616 Class 5MT 'Black Five' 4-6-0 5089 in LMS black (Hor)£153

R3409 Class 6000 King 4-6-0 6002 'King William IV' in BR Green late crest (Hor) (RRP £182.99)BARGAIN£129

R3408 Class 6000 King 4-6-0 6016 'King Edward V' in GWR Green shirtbutton emblem (Hor) (RRP £182.99)BARGAIN£129



R3410 Class 6000 King 4-6-0 6025 'King Henry III' in BR Blue early emblem (Hor) (RRP £182.99)BARGAIN£129



R3452 Class 6800 'Grange' 4-6-0 6825 'Llanfair Grange' in BR lined green late crest (Hor) (RRP £155.99)BARGAIN£109



R3643 Class 7MT 'Britannia' 4-6-2 70046 'Anzac' in BR green late crest (Hor)£162



R3638 Class 7P6F Streamlined West Country 4-6-2 34019 'Bideford' in BR green late crest (Hor)£166.50



R3682 Class 8P 'Princess Coronation' 4-6-2 46225 'Duchess of Gloucester' in BR express passenger blue (Hor) (RRP £204.99)BARGAIN£144



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R3715 Class 8P 'Streamlined Coronation' 4-6-2 6224 'Princess Alexandra' in LMS coronation blue (Hor)£171

R3677 Class 8P 'Streamlined Coronation' 4-6-2 6229 'Duchess of Hamilton' in LMS crimson lake - as preserved (Hor) (RRP £189.99)BARGAIN£139.50



R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 'King George VI' in LMS crimson lake (Hor) (RRP £189.99)BARGAIN£139.50



R3709 Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted (Hor)£171

R3709X Class 8P Princess Royal 4-6-2 6201 'Princess Elizabeth' in LMS crimson lake - Digital fitted (Hor)£184.50

R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 'Elder Dempster Lines' in BR green late crest (Hor)£144



R3663TTS Class A1 4-6-2 60163 'Tornado' in LNER apple green British Railways lettering - Railroad Range - TTS sound fitted (Hor)£122.50



R3811 Class A1 Terrier 0-6-0T 48 'Leadenhall' in LB&SCR improved engine green (Hor)£81



R3812 Class A1 Terrier 0-6-0T W10 'Cowes' in Southern Railway olive green (Hor)£81



R3738 Class A3 4-6-2 4472 'Flying Scotsman' in LNER green - 1969 USA tour condition two tenders - Gold plated (Hor)£234



R3395TTS Class A4 4-6-2 4468 'Mallard' in LNER Garter Blue - TTS sound fitted - Railroad Range (Hor)£116



R3701 Class A4 4-6-2 60028 'Walter K Whigham' in BR experimental purple (Hor)£153



R3451 Class B1 4-6-0 61032 'Stembok' in BR black early emblem (Hor) (RRP £175.99)BARGAIN£114



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R3621 Class J36 0-6-0 722 in LNER black (Hor) (RRP £139.99)BARGAIN£99



R3407 Class J50 0-6-0T 68959 in BR Black early emblem (Hor) (RRP £93.99)BARGAIN£69



R3417 Class K1 2-6-0 62065 in BR black late crest (Hor) (RRP £155.99)BARGAIN£99



R3461 Class L1 Thompson 2-6-4T 67702 in LNER apple green (Hor) (RRP £155.99)BARGAIN£114



R3635 Class LN 'Lord Nelson' 4-6-0 30863 'Lord Rodney' in BR green early emblem (Hor) (RRP £169.99)BARGAIN£124



R3634 Class LN 'Lord Nelson' 4-6-0 851 'Sir Francis Drake' in Southern Railway olive green (Hor) (RRP £169.99)BARGAIN£124

OR76N7001XS Class N7 0-6-2T 1002 in Great Eastern Railway wartime grey - DCC Sound fitted (Oxf)£187



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H4-P-015 SECR P Class 0-6-0T 27 SE&CR full lined green (with polished brass) (Hor) £99
H4-P-002 SECR P Class 0-6-0T 753 in SE&CR full lined green (with brass) (Hor) £99

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2730 Class 27 27001 in BR green full yellow ends - heavily weathered (Hel) £127.46



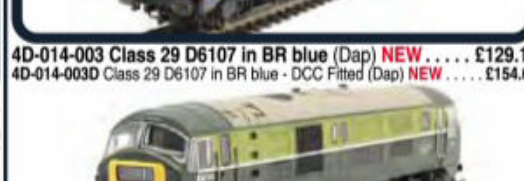
2718 Class 27 27029 in BR blue Highland Rail emblem (Hel) £118.96



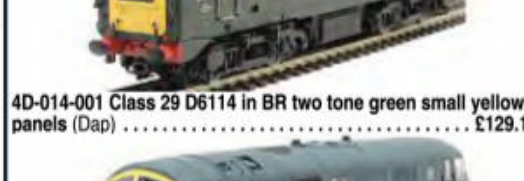
2717 Class 27 27033 in BR blue Haymarket depot emblem (Hel) £118.96



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4D-003-015 Class 52 'Western' D1034 "Western Dragoon" in BR maroon small yellow panels (Dap) £129.15



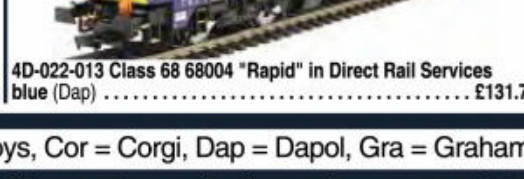
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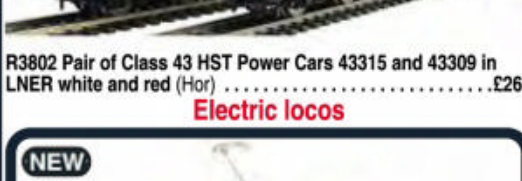


R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £241.99) **BARGAIN** £149

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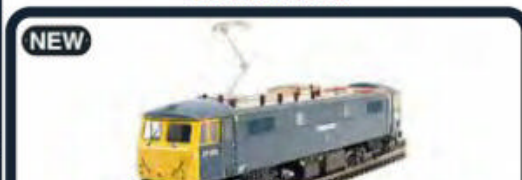


R3698 Pair of Class 43 HST Power Cars 43033 and 43183 Scotrail "7 Cities" (Hor) £261



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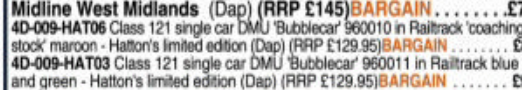
4D-009-006 Class 121 single car DMU "Bubblecar" 55026 in BR blue and grey Highland Rail stag (Dap) (RRP £145) **BARGAIN** £79



4D-009-007 Class 121 single car DMU "Bubblecar" 55032 in BR blue and grey Welsh Dragon emblem (Dap) (RRP £145) **BARGAIN** £79



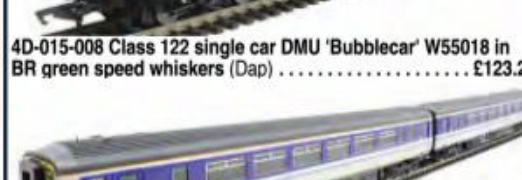
4D-009-008 Class 121 single car DMU "Bubblecar" 55032 in Midline West Midlands (Dap) (RRP £145) **BARGAIN** £79



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R3773 Class 156 2-car "Super Sprinter" DMU 156401 in Provincial (Hor) £112.50



4D-011-100 Streamlined Parcels Railcar 17 in GWR chocolate and cream Express Parcels branding (Dap) £125.76



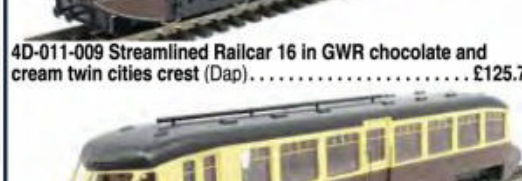
4D-011-101 Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding (Dap) £125.76



4D-011-101D Streamlined Parcels Railcar W17W in BR crimson Express Parcels branding - Digital fitted (Dap) £151.90



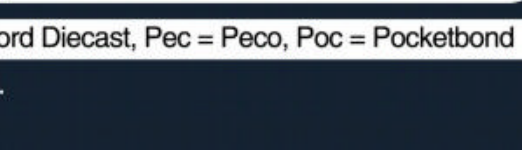
4D-011-006 Streamlined Railcar 10 in GWR chocolate and cream shirtbutton emblem (Dap) £125.76



4D-011-005 Streamlined Railcar 12 in GWR chocolate and cream shirtbutton emblem (Dap) £125.76



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KEY: Bac = Bachmann UK, Bas = Base Toys, Cor = Corgi, Dap = Dapol, Gra = Graham Farish, Hel = Heljan, Hor = Hornby, Oxf = Oxford Diecast, Pec = Peco, Poc = Pocketbond

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Train sets - analogue



R1215 Hornby Junior starter Train Set - "Express Train" - battery powered (Hor).....£25



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor).....£144

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OR763TO005B Mk3a TSO second open SC12014 and SC12030 in ScotRail - twin pack (Oxf).....£62

Wagons

4F-013-124 10 ton gunpowder van 'Blue Circle' (Dap) **NEW**.....£9.50
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H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (Hat).....£118



H4-RHTT-004 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules - weathered (Hat).....£126
4F-027-014 Silver Bullet bogie tank wagon NACCO/ECC - 3387 789 8 053-6 (Dap) £27.16



4F-027-015 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered (Dap).....£29.71
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4F-027-013 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap).....£27.16



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PL-55 Turntable control motor - for use Peco turntable kits (Pec).....£54

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36-504 EZ Command Dynamis Ultima DCC system (Bac).....£280

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SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec).....£1.60
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec).....£2.20

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R083 Single (Hor).....£2
LK-62 Platform Edging. Concrete Type (Height 20mm) (Pec).....£4.50

Signals

4L-001-005 Signal - motorised, GWR bracket right hand junction bracket signal - two arms (Dap).....£55.21
4L-001-006 Signal - motorised, GWR left hand junction bracket signal - two arms (Dap).....£55.50

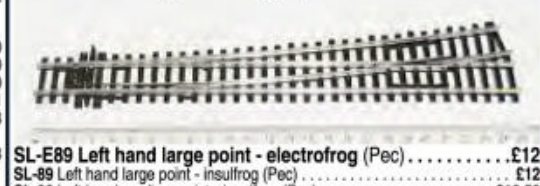
People - civil

36-407 1950s train crew - pack of six (Bac).....£8.50

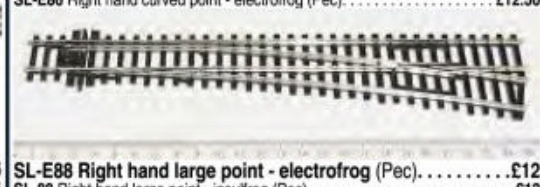
Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec).....£76
SL-100 Single (Pec).....£3.10
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec).....£3
SL-102 Pack of 25 (Pec).....£70
SL-87 Left hand curved point - insulfrog (Pec).....£12.50



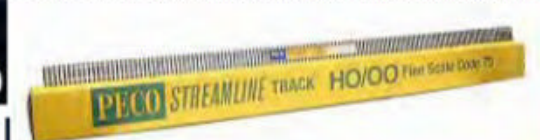
SL-E89 Left hand large point - electrofrog (Pec).....£12
SL-89 Left hand large point - insulfrog (Pec).....£12
SL-96 Left hand medium point - insulfrog (Pec).....£10.50
SL-92 Left hand small point - insulfrog (Pec).....£10
SL-E86 Right hand curved point - electrofrog (Pec).....£12.50



SL-E88 Right hand large point - electrofrog (Pec).....£12
SL-88 Right hand large point - insulfrog (Pec).....£12

Track - Code 75 Finescale

SL-108F 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec).....£4
SL-108F Box of 25 (Pec).....£98
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec).....£3.30
SL-102F Pack of 25 (Pec).....£79



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec).....£72
SL-100F Single (Pec).....£3
SL-E199 3 way finescale medium radius point - electrofrog (Pec).....£31
SL-E190 Finescale double slip - electrofrog (Pec).....£38



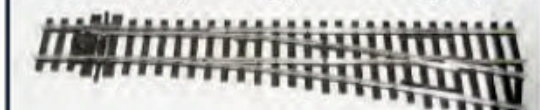
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50



SL-E196 Finescale left hand medium point - electrofrog (Pec).....£12.50



SL-E188 Finescale right hand large point - electrofrog (Pec).....£12.50



SL-E195 Finescale right hand medium point - electrofrog (Pec).....£11.50
SL-E191 Finescale right hand small point - electrofrog (Pec).....£10.50
SL-U1189 Left hand large radius bullhead rail point - unitrog (Pec).....£26

Track underlay

SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec).....£10

Publications - model and prototypical railways

R8159 Hornby 2020 range Catalogue - 66th Edition - 100th anniversary limited edition (Hor).....£9.50

Buses

76DC003 Duple Commander II Neath & Cardiff (Oxf).....£17
OM46623 New Routemaster - London United - LTZ 1148 - Route 10 - Kings Cross - Coca Cola® (Cor).....£35.50



76SB005 Saro Bus Ulster Transport Authority (Oxf) **NEW**.....£17

Cars

76MX003 Austin Maxi Harvest Gold (Oxf) **NEW**.....£5.50
76SOM003 Austin Somerset Romney Blue (Oxf) **NEW**.....£5



76FE001 Ford Escort Mk1 Modena Green (Oxf) **NEW**.....£5.50
76VWS006 VW T1 Camper Mouse Grey/Pearl White (Oxf) **NEW**.....£6
76TSC003 VW T5 Camper Sand Beige (Oxf) **NEW**.....£6

Commercial vehicles

76TIP005 AEC Ergomatic Tipper London Brick Company (Oxf) **NEW**.....£12
76SCL004 Scania Crane Lorry Galt Transport (Oxf) **NEW**.....£16.50
76T4004 VW T4 Van Black (Oxf) **NEW**.....£5.50
76T5V004 VW T5 Van Network Rail (Oxf) **NEW**.....£6

Military ground vehicles

76SAM004 Sherman MkIII 4th/7th Royal Dragoon Guards, France 1944 (Oxf) **NEW**.....£12
76WMB007 Willys MB Usaf Tunisia 1943 (Oxf) **NEW**.....£5

N Gauge

Steam locos



25-010-007 Class 49xx 'Hall' 4-6-0 4970 "Sketty Hall" in GWR green Great Western lettering (Dap).....£124.38
25-008-009 Class A4 4-6-2 4490 'Empire of India' LNER garter blue valances (Dap).....£124

Diesel locos



2D-028-004 Class 26 26037 in Railfreight grey red stripe (Dap) **NEW**.....£112.76



2D-028-001 Class 26 D5316 in BR green (Dap) **NEW**.....£112.76
2D-002-001S Class 50 50043 BR blue - unrefurbished - DCC sound fitted (Dap) £242.21



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap).....£194.64
2D-007-011D Class 66/0 66002 in EWS DB branding and six megafret container wagons - Digital fitted (Dap).....£220.15

HSTs



2D-019-006 Class 43 HST 4-car book set in East Coast silver (Dap).....£160.89

DMUs

2D-009-003D Class 121 'Bubble Car' DMU W55033 in BR green speed whiskers - DCC fitted (Dap).....£139.54
2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap).....£114.71

Coaches

2P-000-283 Collett brake composite 6527 GWR chocolate and cream (Dap) **NEW**.....£22.91



2P-000-310 Collett full brake 101 in GWR chocolate and cream (Dap) **NEW**.....£22.91



2P-000-320 Collett full brake W110W in BR maroon (Dap) **NEW**.....£22.91
2P-000-330 Collett full brake W196 in BR crimson and cream (Dap) **NEW**.....£22.91
2P-003-009 GWR B set 6453 and 6454 GWR chocolate and cream post-war crest (Dap).....£25.50

Wagons

2F-027-010 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 053-6 (Dap) **NEW**.....£26.27
2F-027-011 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 064-3 - weathered (Dap) **NEW**.....£28.89



2F-027-012 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 066-8 - weathered (Dap) **NEW**.....£28.89



2F-027-009 Silver Bullet bogie tank wagon in NACCO/ECC - 3387 789 8 077-5 (Dap) **NEW**.....£26.27

Model railway spares

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPAREB) - 5 pairs (Dap).....£21.50
SL-310 Rail Joiners/Fishplates for N & OO9 gauge (24 per pack) (Pec).....£2

Track - Code 80 Setrack

ST-301 Setrack starter track pack - second radius (Pec).....£52

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec).....£64
SL-300 Single (Pec).....£3



SL-E396 Left hand medium point electrofrog (Pec).....£9.50
SL-396 Left hand medium point insulfrog (Pec).....£9.50
SL-E395 Right hand medium point electrofrog (Pec).....£9.50

O Gauge (1:43 Scale)

Steam locos



4300 Class 43xx Mogul 2-6-0 4339 in GWR green Great Western lettering (Hel).....£662.15

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H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) ...£750



H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hel) ...£750



H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (Hel) £750



H7-A3-004 Class A3 4-6-2 60072 "Sunstar" in BR Express blue unstreamlined non-corridor tender (Hel) ...£750



H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (Hel) ...£750



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hel) ...£750



7S-005-001 Class Y3 Sentinel 4wVB 42 in LNER black (Dap) ...£148.75



7S-005-006 Class Y3 Sentinel 4wVB 2 "Islebrook" in GWR light green (Dap) ...£148.75

Diesel locos

2071 Class 03 shunter 03107 in BR blue 'flowerpot' exhaust (Hel) NEW ...£335.75



2070 Class 03 shunter 2096 in BR blue 'flowerpot' exhaust (Hel) NEW ...£335.75



2055 Class 03 shunter D2033 in BR green wasp stripes and 'flowerpot' exhaust (Hel) ...£335.75



2072 Class 03 shunter in BR blue 'flowerpot' exhaust - unnumbered (Hel) NEW ...£335.75



2073 Class 03 shunter in BR blue conical exhaust - unnumbered (Hel) NEW ...£335.75



2057 Class 03 shunter in BR green wasp stripes and 'flowerpot' exhaust - unnumbered (Hel) ...£335.75



2059 Class 03 shunter in Industrial dark blue (Hel) NEW ...£335.75



2058 Class 03 shunter in Industrial yellow wasp stripes - unnumbered (Hel) NEW ...£335.75



7D-008-013 Class 08 shunter 08717 in BR blue (Dap) ...£191.25



7D-008-009 Class 08 shunter D3002 in BR green late crest and wasp stripes (Dap) ...£191.25



2010 Class 20 in BR green small yellow panels and 4-character headcodes (Hel) ...£549



2558 Class 25/3 in BR blue - unnumbered (Hel) ...£446.25



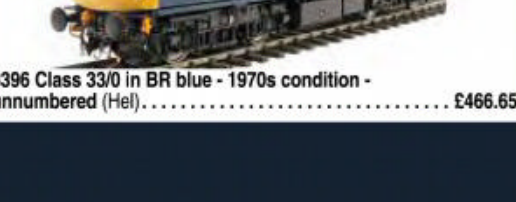
2557 Class 25/3 in BR blue pre-TOPs - unnumbered (Hel) ...£446.25



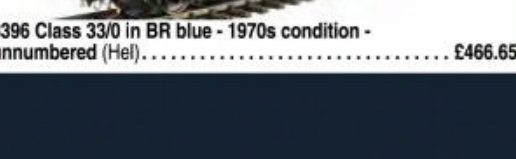
2556 Class 25/3 in BR green full yellow ends - unnumbered (Hel) ...£446.25



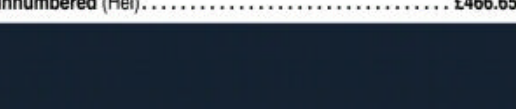
3400 Class 33/0 33012 in BR blue - weathered (Hel) ...£466.65



3402 Class 33/0 33030 in EWS red and gold (Hel) ...£466.65



3403 Class 33/0 33035 "Spitfire" in Network SouthEast blue (Hel) ...£466.65



3406 Class 33/0 D6508 "Eastleigh" in BR green - 1990s style (Hel) ...£466.65



3394 Class 33/0 in BR green small yellow panels - unnumbered (Hel) ...£466.65



3401 Class 33/0 in Civil Engineers 'Dutch' grey and yellow - unnumbered (Hel) ...£466.65



3404 Class 33/0 in Direct Rail Services blue - unnumbered (Hel) ...£466.65



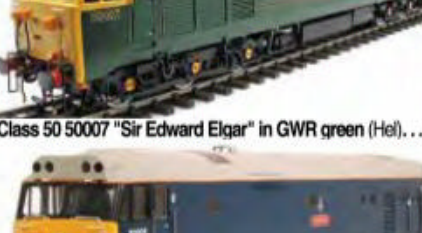
3405 Class 33/0 in Railfreight Construction sector triple grey - unnumbered (Hel) ...£466.65



3588 Class 35 'Hymek' in BR blue - unnumbered (Hel) NEW £421



3587 Class 35 'Hymek' in BR green full yellow ends - unnumbered (Hel) NEW £421



3585 Class 35 'Hymek' in BR green no yellow ends - unnumbered (Hel) NEW £421



3586 Class 35 'Hymek' in BR green small yellow panels - unnumbered (Hel) NEW £421



3740 Class 37/4 in BR green - unnumbered (Hel) ...£509.15



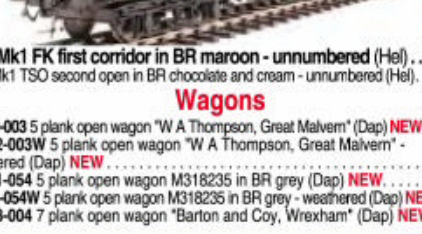
3743 Class 37/4 in EWS maroon and gold - unnumbered (Hel) ...£509.15



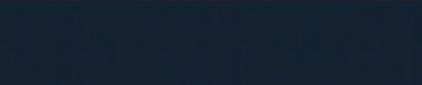
3744 Class 37/4 in Regional Railways - unnumbered (Hel) ...£509.15



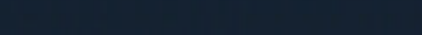
4024 Class 50 50007 "Sir Edward Elgar" in GWR green (Hel) ...£594.15



4026 Class 50 50008 "Thunderer" in BR Laura blue (1990s Railtour condition) - Exclusive to Hatton's (Hel) ...£594.15



4020 Class 50 in BR blue - unnumbered (Hel) ...£594.15



4023 Class 50 in revised Network Southeast - unnumbered (Hel) ...£594.15

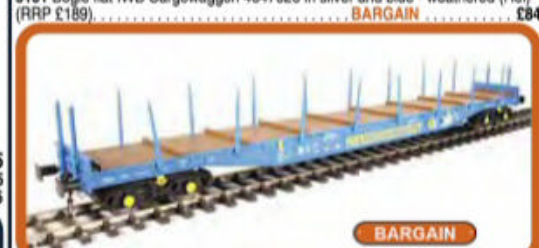
DMUs**Train sets - analogue****Coaches****Wagons**

7F-073-004W 7 plank open wagon 'Barton and Coy, Wrexham' - weathered (Dap) NEW ...£39

7F-073-006 7 plank open wagon 'Broughton and Plas Power, Wrexham' (Dap) NEW ...£39

7F-073-006W 7 plank open wagon 'Broughton and Plas Power, Wrexham' - weathered (Dap) NEW ...£39

5151 Bogie flat IWB Cargowagon 4647026 in silver and blue - weathered (Hel) (RRP £189) ...BARGAIN ...£84



5150 Bogie flat IWB Cargowagon 4647044 in silver and blue (Hel) (RRP £189) ...BARGAIN ...£84

Cars

VA11913 Ford Cortina Mk4 2.0 GL - Diamond White (Cor) NEW £27

CC02730 Volkswagen Campervan - Peace Love and Music (Cor) NEW ...£22.50

CC02731 Volkswagen Campervan - Peace Love and Wishes (Cor) NEW ...£22.50

Military ground vehicles

43LR35004 Land Rover Series III SWB Canvas Royal Navy (Oxf) NEW ...£14.50

Any or Multiple Scales**Analogue controllers**

D Double/Twin track power controller (Gau) ...£86

Q Quadruple 4 circuit power controller (Gau) ...£149

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat) ...£16.50

EMF (Hat) ...£17

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) ...£16

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat) ...£128

DCR-8PIN-HarnessMini Box of 5 (Hat) ...£128

DCR-8PIN-HarnessMini Box of 10 (Hat) ...£128

DCR-8PIN-HarnessMini Box of 10 (Hat) ...£128

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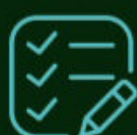
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TfL seeks new ways to raise funds

As Government support has waned, Transport for London seeks innovative ways to raise revenues and funding.

A REPORT by Arup, Gowling WLG and Thales was published at the end of February entitled 'Rethinking Urban Mobility and Smart Futures', which identifies four main areas of funding for Transport for London: passenger growth, private funding, innovation, and possible future income streams.

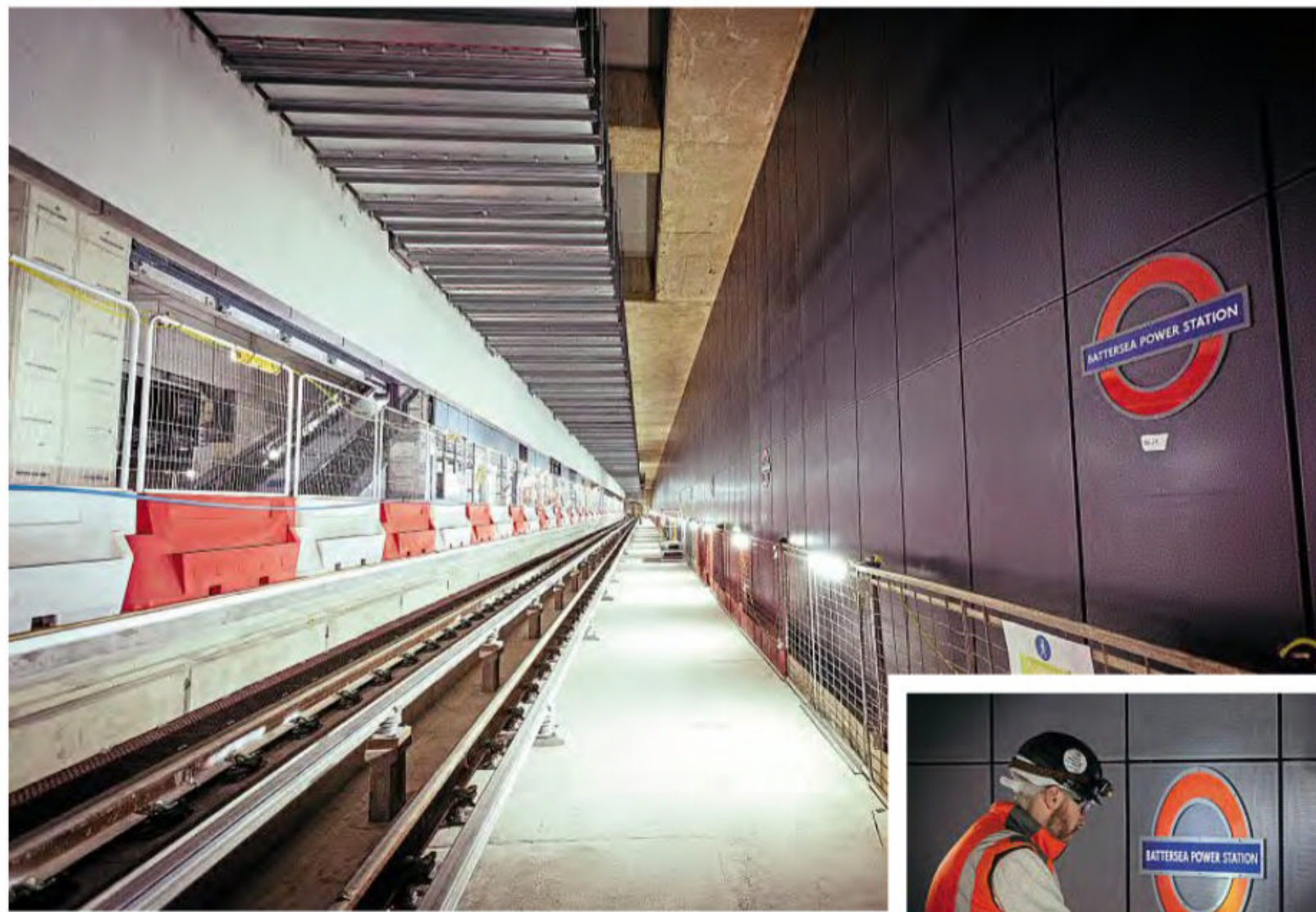
The issue of funding is at the forefront of Transport for London's ongoing challenges. Prior to the formation of the London Passenger Transport Board in May 1933, all transport had been privately funded with different companies vying for the same passengers. But the LPTB enabled a more efficient structure to be created, allowing London to make more effective use of different modes of transport.

Operating services and maintaining infrastructure is expensive. The traditional model of funding used to be a mixture of fares and Government grants, while large infrastructure projects – such as the Jubilee Line extension in the 1990s – were co-funded by central Government, London Transport and private businesses.

NO MORE GRANT

Government funding for operating services and maintaining infrastructure ceased in 2014/15 following a comprehensive spending review. The annual grant had been as high as £2.17 billion in 2010/11, and without it there was a more than 20% drop in TfL's finances.

The drop in funding led to a range of proposed projects falling by the wayside, such as the Metropolitan Line's Croxley extension and the Tunnel Cleaning Unit. Others, such as the Piccadilly Line signalling upgrade, completion of the Northern Line extension to Battersea, and the station modernisation programme have been delayed. Meanwhile TfL has placed an initial order for 94 out of an estimated



A view of construction at Battersea Power Station Underground station, where the roundels have now been installed. This station is at the end of the Northern Line extension from Kennington, the project being an example of how TfL can secure funding by kick-starting regeneration and leasing associated land. TfL

250 new 'Inspiro' trains from Siemens, whilst also having to fund life-extension works on rolling stock until these new trains can enter service across four deep tube lines.

The devastating fire at King's Cross Underground station on November 18, 1987 led to a huge amount of money being invested in the network, with stations being upgraded and trains fire-hardened and refreshed. Value for money controls were abandoned in the name of safety and, sadly, much money was wasted.

Increasing passenger numbers in the late 1990s led to rising demands for Government money, and the Labour Party's election victory in 1997 led to the Public Private Partnership model being introduced. The idea was that infrastructure management would be

privatised for 30 years, with private companies running the services for a monthly fee. This model failed just over a decade later, however, leaving taxpayers to cover the estimated £1.5 billion debt left behind.

ALTERNATIVES

In the wake of the PPP flop, the report's authors highlight that the private sector cannot be overburdened with risk, but also that investors need to take a long-term approach rather than seeking quick profits. To pay for high cost investment, Government and private investors are aiming to tap into the value of land, and the Northern Line extension to Battersea – which is acting as a catalyst for regeneration – is an example of how this could succeed.

Innovation is key to identifying

efficiencies and therefore attracting private investment. For example, as the number of season ticket holders is falling, more passengers are being charged at higher rates per journey and therefore dissuaded from using public transport for leisure. By offering individuals lower ticket prices as they make more journeys by public transport, TfL could increase income from passengers.

There will be no quick fix to TfL's funding challenge, however it seems that private investment in transport infrastructure will be the way forward. If not, the Government may have a difficult decision to make: should it return to the previous model of taxpayer-funded grants, or refusing to fund what might otherwise be viable projects. **E**

LIGHT RAIL ROUND-UP

TRANSPORT for London has announced the preferred option to expand the **Tramlink** network in South London is from Colliers Wood Underground station to Sutton railway station. The route runs roughly north-south and crosses the existing Croydon-Wimbledon route via an interchange at Belgrave Walk. Sutton is one of only six London boroughs that does not have a Tube link, but much of the estimated £425 million cost is still to be found.

February storms led to flooding in South Yorkshire that again stopped the Sheffield-Rotherham **tram-train** service. Services were suspended on February 17, following rising water levels in the area, and they only recommenced once divers had been able to inspect a rail bridge over the River Don on February 19. In the meantime both tram and tram-train services from Sheffield had to turn back at Tinsley.

The **Tyne & Wear Metro** has

renewed two sets of 40-year-old points at a key junction called Prudhoe Street crossover under Newcastle between Haymarket and Monument stations. The junction is said to see 450 train movements per day, making it essential to the smooth operation of Metro trains through Newcastle. The work was part of a rolling programme to replace all electro-hydraulic points on the Metro with more efficient electrically-driven point motors. So far

20 out of 32 have been replaced.

Manchester Metrolink has introduced an 'earlybird' offer for passengers travelling before 07.00 and paying by contactless cards to try to smooth out demand in the morning peak. So long as no other journeys are started between 07.00 and 09.30 that day, the maximum fare will be capped at an off-peak one-day travelcard, which at £4.90 is £2.20 less than the peak fare cap.

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SRPS hits 50 years of tours

Plans for a steam-hauled anniversary charter look to be thwarted.

THIS year is the 50th anniversary of the first railtour run by the Scottish Railway Preservation Society (SRPS). To mark the event, and with the imminent retirement of former Haymarket A4 steam loco No. 60009 *Union of South Africa*, the SRPS was hoping to organise No.9's farewell run from Edinburgh-Aberdeen on April 21 with the blessing of the loco's owner John Cameron.

The society was also hoping to run a Forth Circular run with No. 9 on the 19th.

These plans are now looking in doubt, however. With problems ensuing, and to try and push the matter forward, Mr Cameron has approached Network Rail's chairman Sir Peter Hendry to see if higher intervention can prevail to ensure the farewell run takes place.

The tour, if it runs, would use the set of Mk.1 carriages owned by the SRPS and kept at Bo'ness.

It was on August 22, 1970 that the SRPS ran its first tour, 'The Clansman', in conjunction with the Stephenson Locomotive Society. This ran from Falkirk Grahamston to Mallaig with traction in the form of Sulzer Type 2s Nos. 5350 and 5355 (these later became later Class 27s Nos. 27004 and 27009 respectively). The SRPS carriages used were LNER (Thompson) Brake Composite No. 80417E, LMS Corridor Composite No. 24725M, LMS Third Opens Nos. 27389M and 27407M with Caledonian Railway Brake Composite Corridor No. 7369M. What a wonderful pre-BR rake of carriages, and they all survive today at Bo'ness (thanks to the excellent www.sixbellsjunction.co.uk website for these details).

Meanwhile, the SRPS's 2020 programme has been announced: May 2,

Dunfermline Town to Glenfinnan; May 30, Dunbar to Dunrobin Castle and Brora; June 20, Glenrothes to York and Scarborough; August 9, Forth Circle steam tour; August 16, Linlithgow to Aviemore and Inverness steam tour; August 23, Fife Circle steam tour. The SRPS is also intending to use main-line certificated No. 37025 on a number of these charters if available.

■ The Scottish tour operator says it has been experiencing several problems organising tours, and is feeling the rules are not being applied uniformly. The SRPS has been told it cannot visit Kyle of Lochalsh or Oban and can only run as far as Glenfinnan on the Mallaig line, yet other operators are visiting Kyle, Oban and Mallaig. Furthermore, signal resiting issues on the Highland Main Line have seen a further restriction imposed due to the inability to pass lengthy trains at one of the stations. Representations are being made to Network Rail. ■

New tours for early summer

UK Railtours and Pathfinder Tours have both announced new tours for spring and summer.

May 9 sees UKR run from King's Cross to Shrewsbury with off-train options to visit Ironbridge and Attingham Park; while a week later on May 16 the 'Tinsley Tugger' from King's Cross offers a rare chance to visit the remains of the once great Tinsley marshalling yard and the first ever trip into Rotherham Steel Terminal. Then on May 30 the 'Aln Valley Venturer' runs from King's Cross to Alnmouth, where coaches will take passengers to the burgeoning Aln Valley Railway or Cragside House.

Pathfinder's announcements are all booked for 'Merchant Navy' steam loco No. 35028 Clan Line. These are Bristol to Pembroke Dock on July 12; Eastleigh to Stratford-upon-Avon on July 18; and Stourbridge Junction to Exeter on July 25.

FORTHCOMING TOURS FOR APRIL

Date	Tour Name	From-To	Motive Power	Promoter
1	Pendle Dalesman	Liverpool, stations to Hellfield-Carlisle	WCRC diesel tba & WCRC Steam tba	WCRC
4	Mid Hants Railway	Hastings-Alton (for MHR)	Hastings DEMU	HD
4	Pennine Blackpool Express	London Euston-Blackpool	Class 86 86259 & WCRC Steam tba	RTC
4	Settle & Carlisle Luncheon Circular	Bangor, stations to Frodsham-S&C circular	LSL 47x2	SR
4	Fen & Fells Flyer	Cambridge, Ely, Peterborough, Newark-Carlisle	WCRC diesel tba & Steam 60163	TR
4	Settle Carlisle & Cumbrian Coast Pullman	Hull, stations to Selby-Carlisle	WCRC 47/57	WCRC
4-6	West Highland & Royal Deeside	London King's Cross-Oban (Mull)/Stonehaven (Balmoral)	DBC diesels tba	UKR
7	Winchester Pullman	Doncaster, stations to Spalding-Winchester	WCRC 47/57	WCRC
8	Chatsworth House	London Victoria-Chesterfield	DBC 67x2	BBP
8	Stratford Flyer	Scarborough, stations to Pontefract-Stratford Upon Avon	WCRC 47/57	WCRC
9	Historic Canterbury	London Victoria-Canterbury	DBC 67x2	BBP
11	London & East Anglia-Lincoln	London Liverpool St, Ipswich, Ely-Lincoln	Steam 61306	SD
16	Historic Canterbury	London Victoria-Canterbury	DBC 67x2	BBP
17	Murder Mystery Lunch	London Victoria-Surrey circular	Class 67x2	BBP
17	Edinburgh & Royal Yacht Britannia	Manchester, Huddersfield, York-Edinburgh	WCRC 47 & 57 tnt	NB
17	Great Britain	London King's Cross-Edinburgh	Steam 60163 & 6201	RTC
18	BRCW Bunny	Crewe-Blackpool-Chester-Wrexham Gen-Chester-Crewe	WCRC 33 & 37 tnt	BLS
18	Settle & Carlisle Luncheon Circular	Derby, stations to Crewe-S&C circular	LSL 47x2	SR
18	Cardiff At Leisure	Preston, Wigan, Warrington, Chester-Cardiff	WCRC 47 & 57 tnt	NB
18	Galloway Fifties	Tame Bridge Parkway, stations to Preston-Stranraer	Class 50 Alliance Class 50s x2	PT
18	Great Britain	Edinburgh-Inverness	Steam 35018	RTC
18	London-Settle & Carlisle Railway	London Euston-Carlisle return via S&C	Diesel or electric tba & WCRC Steam tba	SD
18	Merchant of Norfolk	London King's Cross-Norwich	Steam 35028	UKR
18	Settle & Carlisle	Birmingham New Street, stations to Chesterfield-Carlisle	VT Class 47 & Steam 7029	VT
19	Hot Cross Crompton	Crewe-Birkdale-Kirkdale-Knowsley Freight Terminal-Crewe	WCRC 33 & 37 tnt	BLS
19	Discover Folkestone	London Victoria-Folkestone	DBC 67x2	BBP
19	Great Britain	Inverness-Stirling	Steam 35018	RTC
20	Great Britain	Stirling-Edinburgh circular	Steam 6201	RTC
21	Great Britain	Stirling-Grange-over-Sands	Steam 6201 & 45690	RTC
22	Great Britain	Grange-over-Sands-Cardiff	Steam 46115	RTC
22	Stratford Flyer	Carnforth, stations to Warrington-Stratford Upon Avon	WCRC 47/57	WCRC
23	Historic Canterbury	London Victoria-Canterbury	DBC 67x2	BBP
23	Great Britain	Cardiff-Penzance	Steam 46233	RTC
23	London-Stratford Upon Avon	London Paddington-Stratford Upon Avon	Steam 61306	SD
23	William Shakespeare	Preston, stations to Crewe-Stratford Upon Avon	LSL 47 & Steam 70000	ST
25	Historic Bath from Penzance	Penzance-Bath	DBC 67x2	BBP
25	Andrew Wilson (Brillo) Memorial Charter	Tour of Kent & East Sussex Railway lines inc non-passenger	Class 08 08888	BLS
25	East Kent Rods	Tour of East Kent Railway: Shepherdswell-Eythorne	Class 08 08502 & 08676 tnt	BLS
25	Harrogate Spring Flower Show	Birmingham, Derby, Sheffield-Harrogate	WCRC 47 & 57 tnt	NB
25	Great Britain	Penzance-London Victoria	Steam 46233	RTC
25	Fenland Statesman	Crewe, stations to Wakefield Kirkgate-Norwich	LSL 47x2	SR
25	Dr Syn	Derby-Grain & Dungeness	DBC 66x2 tnt	UKR
26	Brief Encounter Afternoon Tea	Chester, Liverpool-Carnforth circular	WCRC 47 & 57 tnt	NB
28	Dalesman	York, stations to Skipton-Carlisle	WCRC diesel tba & WCRC Steam tba	WCRC
29	Longleat	London Victoria-Frome	DBC 67x2	BBP
30	Historic Canterbury	London Victoria-Canterbury	DBC 67x2	BBP

Promoter Codes:

BBP – British Belmond Pullman, BLS – Branch Line Society, HD – Hastings Diesels, NB – Northern Belle, PT – Pathfinder Tours, RTC – Railway Touring Club, SD – Steam Dreams, SR – Statesman Rail, ST – Saphos Trains, TR – Tornado Railtours (A1 Steam Loco Trust), UKR – UK Railtours, WCRC – West Coast Railway Company.

Wensleydale takes delivery of Class 60s

Pair of 'Tugs' to be based on heritage line.

TWO Class 60s sold by DB Cargo towards the end of 2019 have found a new home at the Wensleydale Railway.

Nos. 60050 and 60086 arrived at Leeming Bar from Toton on February 12/11 respectively. Although the

pair have been purchased by an established figure in the preservation world, it is unclear whether the pair should be regarded as 'preserved' or 'privately owned'.

Both '60s' have been out of traffic and laid up at Toton for some considerable time. No. 60050, formerly *Roseberry Topping*, was stopped in 2006 and No. 60086, which was named

Schiehallion, the previous year.

No. 60086 is a particularly appropriate loco for the Wensleydale Railway, having hauled the final limestone train from Redmire to Redcar on December 18, 1992. After three farewell tours later in the month, the line was mothballed until 1996 when it began to be used for Ministry of Defence trains delivering vehicles to

Catterick Garrison. The Wensleydale Railway took over the line on a 99-year lease in 2003.

Soon after their arrival, the two Class 60s underwent a major external clean to improve their appearance and have had headlights refitted.

PACERS AND A SLEEPER

Also now based at the Wensleydale Railway are a pair of Class 142s, which arrived on February 11. Nos. 142028/060 ran from Gascoigne Wood to Leeming Bar under their own power, after which they made a test run to Redmire.

The pair were then used in service on February 23, the first preserved '142' passenger workings on a heritage railway (although the NRM's No. 142001 carried passengers at Locomotion, Shildon, on the last day of 2019), after which No. 142028 was stopped for overhaul and repainting.

Another new arrival is that of former Porterbrook Mk.3a SLEP No. 10531, which was moved from the Weardale Railway on February 19.

■ 'Bubble Car' No. 55032 suffered extensive roof dome and cab damage after it hit a fallen tree on February 22, curtailing services that day. Fortunately, there were no traincrew or passenger injuries. 🚫



Preserved 'Pacers' Nos. 142060+142028 approach Newton-le-Willows (North Yorkshire) as the 14.30 Leeming Bar to Redmire on February 23, their first day of use on the Wensleydale Railway. Mike Haddon

COACH NEWS

MK.1 MODIFICATION

NORTH Yorkshire Moors Railway Mk.1 TSO No. 5001, which has yet to operate in preservation, has been moved to Rampart Engineering at Barrow Hill for conversion to an accessible coach. Also to be similarly modified is a Gresley buffet car No. 43632. Work on the latter will be carried out at the Ecclesbourne Railway, where another NYMR Gresley coach (BGP No. 70754) is presently undergoing conversion to an exhibition coach for use at Goathland.

SLEEPER DISPOSAL

A RESIDENT since 2003, Mk.3a SLE No. 10535 was scrapped at the Bo'ness & Kinneil Railway during February to make way for a new shed to be constructed. The coach had been one of two acquired for use as volunteer accommodation; the other, No. 10668, is being retained and upgraded. Also at Bo'ness is No. 10580, which is being restored for display in the Museum of Scottish Railways alongside LNER 'Sleeper' No. 1211.

CHURNET VALLEY ARRIVALS

FOLLOWING their recent sale, a pair of Mk.1 TSO vehicles Nos. 3809 and 4366 were moved from the Midland Railway-Butterley to the Churnet Valley Railway in early February. It is planned to restore both coaches.

DEPG's North Star to visit North Yorkshire Moors

THE Diesel & Electric Preservation Group's No. 47077 *North Star*, which has recently reverted to 1970s BR blue after completion of bodywork repairs, is to pay an extended visit to the North Yorkshire Moors Railway. It will fill a void left by the departure of No. 26038 *Tom Clift 1954-2012* at the end of the 2019 season.

The Brush Type 4 has been a

resident at the West Somerset Railway since it was acquired from Porterbrook in 2007. However, with the WSR having imposed a weight restriction of 17.9 tons per axle on the line following its recent difficulties, the '47' has been unable to operate. (The WSR restriction also led to the visit of No. 46010 to the line in 2019 being cancelled.)

During its visit, which will be for

up to 12 months, the loco will be maintained by NYMR staff.

It will be used as a 'Thunderbird' as well as being used on some diesel-hauled services.

■ The SRPS Mk.1 railtour set is likely to be hired by the North Yorkshire Moors Railway for its Diesel Gala on June 4-7, possibly to be hauled south by Nemesis' Class 31 31128.



MRC DMU ACTION: Filling in for unavailable steam, Llangollen Railcars' Class 108 DMU Nos. 51907+56490 is pictured arriving at Swanwick Junction, Midland Railway-Butterley, on February 22 with the unlikely destination of Holmfirth! Alistair Grieve



MET LOCO RETURNS TO EASTLEIGH: Former Metropolitan Railway electric loco No. 12 *Sarah Siddons* was taken back to Eastleigh Works on February 27, for additional work as part of its lengthy overhaul. It was hauled by GBRf's No. 66762 with London Underground's 4-TC set (heading to the Swanage Railway) and inspection car No. 17 (LT45029) *Florence Nightingale* – the ensemble pictured at Reading on their way from West Ruislip depot to Hampshire. James Bushnell

DIESEL DIARY

Rodney to return to action at Swanage Railway gala

A CLASS 50 that has not hauled a train for more than 20 years is planned to return to traffic at the Swanage Railway's gala in late April.

No. 50021 *Rodney*, which is now owned by Paul Spracklen, has been overhauled at Eastleigh and is due to attend with his other loco No. 50026 *Indomitable*. No. 50021 last ran at the Bo'ness & Kinneil Railway, but suffered

an ETH generator failure in 1999. 'Peak' No. D4 (44004) *Great Gable*, which returned to service in 2019, and No. 37190 are also to appear at Swanage before moving on to the Severn Valley Railway the following month. A Class 44 has been on the Swanage Railway's wish list for some time, being one of the few types of loco never to have appeared on the line.

The Diesel Traction Group's 'Warship' No. D821 *Greyhound* is the first confirmed visitor for the Keighley & Worth Valley Railway's diesel event in June.

Although it will be the loco's first appearance on the line, it is no stranger to Yorkshire having been based at the North Yorkshire Moors Railway between 1981 and 1991 (and

returning there for a visit in 2013).

The Waterman Railway Heritage Trust's No. D7659 (25309) will be visiting the North Norfolk Railway for its mixed traffic gala in June. The 'Rat' has recently been restored to working order after more than 20 years out of traffic.

Also appearing at the event will be a loco from the DRS stable.

Diesel Galas

March 21/22: Spa Valley Railway
March 27-29: Chinnor & Princes Risborough Railway
April 3-5: Mid-Norfolk Railway
April 10-13: Didcot Railway Centre (Railcar Gala)
April 18/19: Epping Ongar Railway
April 24-26: Ecclesbourne Valley Railway
April 24-26: Swanage Railway
April 25/26: Ribble Railway
May 2/3: Great Central Railway
May 14-17: Severn Valley Railway
May 23/24: Heritage Shunters Trust

June 4-6: North Yorkshire Moors Railway
June 4-7: West Somerset Railway
June 6/7: Swindon & Cricklade Railway
June 12-14: Bo'ness & Kinneil Railway
June 26-28: Keighley & Worth Valley Railway
July 2-4: East Lancashire Railway
July 11/12: Chasewater Railway
July 24-26: Gloucestershire Warwickshire Railway
August 7-9: Ecclesbourne Valley Railway
August 7-9: Spa Valley Railway
August 8/9: Caledonian Railway

August 22/23: Heritage Shunters Trust
September 5/6: Ribble Railway
September 11-13: Dean Forest Railway
September 12/13: Epping Ongar Railway
September 18/19: East Lancashire Railway
September 19/20: GCR(N), Ruddington
September 26/27: Gloucestershire Warwickshire Railway
September 26/27: Llangollen Railway
October 1-4: Severn Valley Railway
October 9-11: Nene Valley Railway
October 9-11: South Devon Railway

October 16-18: Spa Valley Railway
November 7/8: East Lancashire Railway (DMU)

Mixed Traction galas (steam & diesel)

April 4-5: Chasewater Railway (Pits to Power Stations)
April 4/5: Nene Valley Railway
April 25/26: Embsay & Bolton Abbey Railway
June 12-14: North Norfolk Railway
June 27/28: Wensleydale Railway (Forces event)
August 1/2: Llangollen Railway (1960s)

IN BRIEF

HELSTON GETS DMU

RECENTLY sold by Grinsty Rail, Class 127 DMBS vehicles Nos. 51616+51622 left the Great Central Railway for a new base at the Helston Railway in Cornwall during January. It is planned to return the pair to working order for use on the Cornish line. The two cars, which were bought for preservation by the Red Triangle Society, had been based at the GCR since 1984, although they had seen little use over the past 20 years. The Class 120 centre car that was also purchased in 1984, No. 59276, remains in store at the Great Central Railway. It is the only vehicle from this class still in existence.

'HYMEK' PROGRESS

REBUILDING of the MD870 power unit for No. D7076 is now in the final stages, and pressure testing of the built-up block has revealed no issues. Once cam-box work has been completed, the power unit will be lowered back into the loco for refitting work to be completed. It is hoped to have the 'Hymek' back in traffic for the July gala.

Also due back in traffic for the July event is No. D832 *Onslaught*, which is currently undergoing bodywork repairs. The loco will be sporting a new livery and identity, which have yet to be revealed.

KWVR CLASS 144

PORTERBROOK has donated 'Pacer' No. 144011 to the Keighley & Worth Railway, and the unit is expected to move straight to the line after it has been taken out of traffic in May. The KWVR sees it as being an ideal home given that the 23 Class 144 units have operated in West Yorkshire for their entire lives. No. 144011 was one of three members of the Class to gain Regional Railways colours in the 1990s.

4-SUB CAR SCRAPPED

AS part of the clearout of the Finmere (Oxfordshire) site for HS2, 4-SUB trailer No. 10400 (latterly de-icing car ADB977364) was scrapped during February. Five 4-SUB cars survive - complete set No. 4732 at the One:One Collection Museum at Margate, and DMBTO No. 8143 at the National Railway Museum.

'26' REQUIRES REPAIRS

THE planned visit of No. D5343 (26043) to Midsomer Norton for its diesel gala on March 7/8 had to be cancelled after the discovery of two leaking liner seals. A decision has been made to replace all six seals, meaning the Sulzer Type 2 will be out of action for several months while work is carried out.

'DELTIC' RETURNS HOME

FEBRUARY 13 saw 'Deltic' No. D9009 *Alycidon* return from Burton-on-Trent, where it had been located since its failure in March 2019, to the DPS depot at Barrow Hill by road to enable repairs to begin. The loco is unlikely to be ready for a return to the main line until 2021.

Wolverton '08' for Chinnor

THE Chinnor & Princes Risborough Railway is now home to three Class 08s following the arrival of No. 08629 in February. It joins Nos. 08011 (D3018) *Haversham* and 08825 (97808), which have both been Chinnor residents for some time. The loco had previously visited the line for a gala in October 2013.

No. 08629 was for many years one of the pilots at Wolverton Works.

It had been allocated to Bletchley since 1963 and, when British Rail Maintenance Ltd was created in 1988, it passed into the new company's ownership and was named *BRML Wolverton Level 5*.

Subsequently, it fell into the ownership of the various owners of Wolverton Works before being sold recently to Meteor Power.

One of the loco's duties at

Wolverton, particularly in the early years, was the shunting of Royal Train stock. For this reason it gained the Royal Train's claret colours in advance of an on-site open day in September 1993. It remained in these colours until 2001.

It is hoped to have No. 08629 in action at the Chinnor & Princes Risborough Railway's gala on March 27-29 (see also Shunters news).



No. 08629 prepares to leave Wolverton Works by road on February 14, seen here with classmates Nos. 08730 and 08752. No. 08629 was bound for Chinnor, while No. 08649 had already left for Meteor Power's base at Silverstone. Cleek Railway Solutions

INDUSTRIAL SHUNTER ROUND-UP

WE reported last month that the unique John Fowler 0-6-0 No. RT1 had been sold and a move was imminent. That move has now taken place and the locomotive has moved from the Foxfield Railway back south to the Pontypool and Blaenavon Railway, where it was based before moving to the Foxfield railway in 2017.

April is quite a good month for anyone looking for some preserved industrial diesel action, with the Chasewater Pits to Power Stations gala on April 4/5 and the Ribble Steam Railway's diesel gala on April 25/26. The Chasewater event is mixed steam

and diesel, but should see the first passenger and freight runs of the RSH/Bagnall *Myfanwy* in its new wasp strip colours.

This will include hauling the railway's rake of MGR wagons, which is now expanded to six wagons with the return to traffic of HDA No. 368103 following a full overhaul and fitting of new drawbar gear. The Ribble gala will feature both industrial and ex-BR diesels from the railway's collection, and usually includes at least one of the Ribble Rail Sentinels used on the Bitumen tank trains.

Sadly the Foxfield Railway has

cancelled its diesel gala for 2020, so that is one less industrial diesel event available later in the year.

The East Anglian Railway Museum has acquired Drewry/Vulcan Foundry 0-4-ODM No. WD 72229 from Andrew Briddon. Built in 1945 for the War Department, it had a lengthy career commencing at the Stirling Army depot and not finishing until 2006, its final year spent shunting nuclear flask wagons at Devonport Dockyard. In Andrew's care since 2006, the locomotive has been based at the EARM since 2014, a move that will now become permanent.

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New look and new home for ex-ACLG electrics

WCR acquires '86' while LSL's newly-acquired electric locos go InterCity.

AFTER November's news that Locomotive Services Ltd had purchased Nos. 86101 and 87002 from the AC Locomotive Group, the fate of the third member of the former GBRF Caledonian Sleeper empty coaching stock pool (GBCH) No. 86401 has been revealed, as West Coast Railways has acquired this sole remaining British-based Class 86/4.

The sale keeps the locomotive in the UK after initial concerns it would join the exodus of almost half the remaining class members to Eastern Europe. This is the first Class 86 to be acquired by WCR, although it does regularly employ Les Ross's No. 86259 (operated by Vintage Trains) on charters and empty stock workings. No. 86401 moved north from Wembley to Carnforth under its own power on February 14 (as the 0M43 light engine move).

No. 86401 was notably the only AC electric locomotive to wear Network SouthEast livery, but it will be interesting to see how WCR replaces the current Caledonian Sleeper teal paint.



Newly-reliveried No. 87002 is pictured passing Heamies Farm (north of Stafford) on February 28, in the consist of a stock move from Eastleigh to Crewe hauled by Nos. 47501 and 47805. Brad Joyce

Meanwhile LSL, which prefers heritage liveries for its charter fleet, has returned its own pair of ex-ACLG machines to InterCity Swallow, making a welcome change to the 1960s schemes that have been preferred previously. Nos. 86101 *Sir William A Stanier FRS* and 87002 *Royal*

Sovereign were revealed in their new colours after leaving the Eastleigh paintshop at the end of February. LSL sent Nos. 47501 and 47805 to collect the pair for return to Crewe, although only No. 87002 joined the 5Z36 move due to brake issues with the Class 86/1. **B**

Highs and lows for Freightliner '86s'

WITH the Genessee & Wyoming-owned operator yet to have taken delivery of any of its Greater Anglia Class 90s, the venerable Class 86/6s are enjoying an extended swansong, with repairs even being authorised to locomotives out of traffic.

The latest of the classic English Electric machines to return is No. 86607, which developed a smoking habit while working a Trafford Park to Felixstowe train on January 10. Fortunately this did not escalate to a full-blown fire and it was repaired and back in business by February 19, working back to the scene of its misfortune on the same 4L75 service, partnering No. 86632 from Crewe Basford Hall as far as Ipswich.

The news was not so good for No. 86229, however, which was acquired by Freightliner and moved to Crewe Basford Hall for component recovery in June 2018. It was notably the last AC electric locomotive to leave Long Marston, having been stored there since October 2003.

It made its final journey in November 2019, undertaking the short trip to Sandbach Commercial Dismantlers. After languishing on site for three months, cutting finally began in mid-February and it was reduced to its component parts by the 25th.

NEWS ROUND-UP

DB CARGO

EIGHT Class 66s were stored during February, although by the end of the month six of them had been reinstated. Nos. 66063, 66094, 66117 and 66119 were stopped before returning to traffic in the WBAE pool, while Nos. 66130 and 66144 were also briefly out of service before moving back to the operational WBAR pool. This left Nos. 66139 and 66149 stored WQAA at Toton at month end.

DIRECT RAIL SERVICES

TWO of the three Class 20/3s still in the operational XHCK pool, Nos. 20302 and 20305, were out and about in February on various test runs ahead of a suggested redeployment to Garston as shunting locomotives. On February 4, they worked a 0F66 from Crewe Gresty Bridge to the Merseyside terminal and back before working an identical diagram on the 18th, albeit by now reallocated to the XHNC pool. This leaves No. 20303 in the XHCK pool, still dumped at York with wheel flats after an unsuccessful final RHTT (railhead treatment train) season.

The final pair of Class 68s for TransPennine Express use have been transferred with the reallocation of Nos. 68026 and 68030 from the DRS XHTP pool to the TPEX pool.



NEW-LOOK LOCOS: A pair of DBC locomotives destined for loco-hauled passenger work have been repainted in new liveries at Toton. No. 67014 is now wearing Transport for Wales colours, while No. 90026 is now resplendent in Grand Central black ready for its deployment on the new open access Euston-Blackpool service (see also Headline News). Both are now at Crewe EMD, with the Class 90 being dragged west by No. 66163 on February 18, while No. 67014 followed on the 27th, hauled by No. 67010 – the 0Z69/11.20 Toton to Crewe move pictured passing Barrow-upon-Trent. Steve Donald

Outlook brighter for ex-stored Class 60s

THE owner of No. 60060, which also acquired No. 60086 from Ron Hull Jr, has now also purchased No. 60050 from Raxstar, saving it from the same scrapping fate that befell No. 60006 in January.

The second month of 2020 saw Nos. 60050 and 60086 move to Leeming Bar on the Wensleydale Railway on the 11th and 10th of the month respectively, although it is unclear if they are heading to preservation or some other as yet unknown employment.

Meanwhile, No. 60060 is undergoing component recovery at Toton, which does not bode well for its chances of leaving its Nottinghamshire home of 11 years (it was stored in February 2009).

Meanwhile DCR's third Brush Type 5, No. 60028, has finally departed Toton, the Cappagh-liveried 'Tug' leaving the Nottinghamshire 'super depot' on February 3 light engine to Chaddesden (Derby) and straight into service.

After collecting a set of matching blue JNA wagons, it headed north to

Carlisle Kingmoor Yard (6Z20) ready to work a new 6Z60 service to Willesden carrying railway ballast for recycling (replacing Boston docks), which commenced on February 4.

The original intention to repaint No. 60029 in a special livery appears to have fallen by the wayside as the reactivated 'Tug' was spotted at Toton at the end of the month in DC Rail all-over grey, the same as Nos. 60046 and 60055, albeit with its original Ben Nevis name reapplied.



TOTON MAROON AND GOLD: A survey of the stored lines at Toton at the end of February revealed 27 'Tugs' in two rows, most of which carry former EWS livery. The rows comprise Nos. 60027 (pictured)/037/042/097/030/041/068/043/094/072/048 and Nos. 60067/032/088/003/058/051/069/031/005/053/078/025/093/083/023/089. Tim Helme

NEWS ROUND-UP

FREIGHTLINER

NO. 70004 is the most recent of the Class 70s to return to the main line after rectification work at Leeds Midland Road, with No. 70009 likely to follow soon.

LNER

FOUR more Class 91s were stood down in the last few days of January, reducing the LNER fleet to 23 operational examples. No. 91132 was the first to be removed from service, being stopped at Bounds Green on January 24. However, it was quickly followed by Nos. 91122 and 91128, which are now with ROG. No. 91104 met the same fate as No. 91132 three days later (27th) only to be granted a short reprieve, the Class 91/1 eventually succumbing to the inevitable storage on February 23. It was expected to move to Crewe for storage in early March.

RAIL OPERATIONS GROUP

ROG has hired a fourth Class 57/3 from DRS, No. 57310 joining the fleet at the end of February. It ran light engine from Crewe Gresty Bridge to Leicester on February 27 to take up its new role.

Ex-LNER Class 91s Nos. 91122 and 91128 are now at Leicester, having been moved to the UKRL depot by No. 57312 on February 1 as a 5Q59 service from Bounds Green. The pair, now in the EROG pool, are set to be used on a new ROG-powered Midland Main Line electrification test train due to commence running in the spring, which will also include eight Mk.3 coaches (formed of ex-WCML 'Pretendolino' coaches). Monitoring equipment will be provided by Data Acquisition & Testing Services Ltd (DATS).

LSL 'SYPHONS': Spotless No. 37521 (as No. D6817) was let loose on the main line for the first time with its new owner on February 12, the former Colas machine partnering No. 37667 (as No. D6851) on a proving run to Chester and back. The following day, the green machine was dispatched to Kidderminster to collect the D05 Preservation Ltd's No. 37688, which is also returning to the main line following a long-term lease agreement with LSL, and this move is pictured at Heamies Farm, Staffordshire. February 21 saw No. 37667 dragging No. 37688 and former Midland Railway Centre-based No. 37190 to Barrow Hill to swap components, No. 37667 then returning to Crewe DMD via Nemesis Rail (Burton) with HNRC's BR blue Class 20s Nos. 20096 and 20107, which are now on hire to LSL and allocated to the LSLO pool. Brad Joyce



Powerscene

Our authoritative class-by-class review of newsworthy locomotive workings.

CLASS 20

WITH Direct Rail Services planning to take over the Garston-Dagenham car traffic from GBRf, English Electric Type 1s Nos. 20302+20305 ran light from Gresty Bridge to the Garston terminal in South Liverpool on February 4. They returned to Crewe as the 0F67/06.34 departure from Garston, repeating the trip two days later and again on February 21,

although some doubt exists as to whether the Type 1s will be suitable for shunting purposes at the Garston base.

February 21 also found two other Class 20s on the move. Now part of the Locomotive Services LSLO pool, the blue pairing of Nos. 20096+20107 accompanied EE type 3 No. 37667 (D6851) from Barrow Hill to Burton and, having collected Mk.2d coach No. 3188, the trio formed the

5Z38/15.22 Burton Wetmore-Crewe HS.

Two examples from the MOLO pool, Nos. 20007+20205, ran light from Leicester to the Midland Railway Centre at Butterley on February 12, passing Loughborough at 10.13.

CLASS 31

BRUSH Type 2 No. 31128 (originally No. D5546 when new in August 1959) continues to prove itself useful. For

example on February 6, it collected AC electric No. 86259 from Rugby and towed it to Nemesis Rail at Burton for a repair in readiness for a weekend railtour, returning to Lichfield Trent Valley next day from whence No. 86259 was able to make its own way back to Rugby. The next duty for No. 31128 occurred on February 21, when it was dispatched to Crewe. That evening it powered the 6X04/21.00 Gresty



Lane-Burton Wetmore hauling Matisa P95 Track Renewal Machine No.2 prior to moving the same formation from Burton to Sandiacre during the early evening of February 26.

CLASS 37

A MIDWEEK 'Pendle Dalesman' charter ran on February 12 when Nos. 37706 and 47746 operated the 1Z57/06.51 Carnforth-Carlisle via Preston and Blackburn to Hellfield, where the Class 37/7 was removed in favour of Jubilee 4-6-0 *Galatea* (currently disguised as classmate No. 45562 *Alberta*). The English Electric Type 3 rejoined the return service at Hellfield.

Rather more unexpected was the use of No. 37516 on the 'Northern Belle' (February 16). The Type 3 was heading from Carlisle to Carnforth having been on route-proving duties when

summoned to Manchester Victoria to 'top' No. 57601 on the 1Z30/11.43 Crewe-Denton and 1Z31/15.15 Denton-Manchester Victoria, heading off through Sandbach, Crewe, Chester and Warrington.

With a pair of Greater Anglia Mk.3 coaches in tow, No. 37401 formed the 5Z55/09.35 Norwich Crown Point-Neville Hill (Leeds) on February 17, and moved half a dozen similar vehicles from Wymondham to Crown Point on February 19. Early the next morning, No. 37401 set off from Norwich hauling the same vehicles Nos. 12005/37/42/82/9 and 12143 to Sims Metals at Newport. On February 28, No. 37402 moved two more Mk.3s to Neville Hill and returned with the 5L38/15.25 Neville Hill-Crown Point.

Nos. 37610 and 37612 took their test train from Doncaster to

Chesterfield on February 13, visiting Lincoln and Cleethorpes on the way. That same day found Nos. 37521 (as green No. D6817) and 37688 (originally No. D6905) heading from the Severn Valley Railway to Locomotive Services' base at Crewe. On February 21, however, a trio of Nos. 37667+37190+37688 made their way from Crewe to Barrow Hill with the latter pair being left there.

Spalding resonated to the sound of a Type 3 when No. 37254 arrived there on February 18 with a test train from Sheffield.

The former Scottish pairing of Nos. 37419 and 37424 left Mossend with a test train during the afternoon of February 20 and, over the course of the evening, visited Ayr, Bathgate, North Berwick and then to Tweedbank and Anniesland overnight. Three days

later No. 37259 had teamed up with No. 37419 to work the 1Q78/08.46 Inverness to Thurso and Wick with the same vehicles that EDLs Nos. 73963 and 73965 had taken from Rugby to Derby on February 17.

CLASS 47

ON the penultimate day of February, LSL Type 4s Nos. 47501+47805 had the newly-repainted 87002 *Royal Sovereign* (repainted into InterCity swallow livery) for company at the head of the 5Z36/10.50 Eastleigh Arlington-Crewe HS empty stock movement comprising 10 pristine Pullman-liveried Mk.2s and routed via Basingstoke to Reading and Willesden.

With the 2020 railtour programme slowly getting under way, No. 47810 'tailed' 4-6-0 No. 46100 *Royal Scot* on the 1Z80/08.40 Crewe-Blackburn

Following overnight engineering work on the Merseyrail network, split-box No. 37099 and green-liveried No. 37057 head south through Daresbury (Cheshire) with five autoballasters as the 6C91/07.30 Birkdale to Crewe Basford Hall on March 1. Andy Parkinson

Mainline-liveried No. 37419 pauses at Inverkeithing on February 25, while working the 1Q79 test train working 'top and tail' with classmate No. 37259. Jordan Kearney



Most unusually, Freightliner's Type 4 No. 47830 was sent on an engineering trip to Merseyrail overnight on February 29, seen returning the next day passing Waverton, between Chester and Beeston Castle, working the 6Y63/09.18 Bidston East Junction-Crewe Basford Hall with Balfour Beatty Kirow crane No. DRK81611 in tow, plus three KFAs. David Rapson

NAME GAME

NAMED

Locomotives

43098 Walton Castle
43122 Dunster Castle
43158 Kingswear Castle
60029 Ben Nevis

Units

158864 ELR 50 VISIT LINCOLNSHIRE IN 2020

Coaches

17056 Car No. 17056

NAMES REMOVED

Units

156416 Saint Edmund
156418 ESTA 1965-2015
156459 Benny Rothman – The Manchester Rambler
158910 William Wilberforce
221102 John Cabot
221103 Christopher Columbus
221110 James Cook
221112 Ferdinand Magellan
319217 Brighton
333007 Alderman J Arthur Godwin First Lord Mayor of Bradford 1907
390045 Virgin Pride



After the first Class 70 pictured at Whitby in last month's issue, further engineering work on the Esk Valley line brought Colas 'Grids' Nos. 56087 and 56094 to the route, seen reforming the Balfour TRT at Danby ready to leave as the 6C80 to Doncaster Decoy Yard on March 1. The work also saw classmates Nos. 56078 and 56096 in use that day. Andrew Mason



A pair of Colas 'Grids' were in action across the Pennines on February 24 as Nos. 56096+56078 are seen passing the site of Stansfield Hall station, near Todmorden on the Copy Pit line, with the 6E32/10.07 Preston-Lindsey discharged bitumen tanks. Peter R Foster

via Manchester Victoria, Preston, Carnforth and Hellifield on February 15, returning to Crewe by way of Bolton and Manchester.

West Coast Type 4 No. 47802 travelled north at the rear of the 1Z46/06.56 Ealing Broadway-York on February 15, with Pacific No. 6233 *Duchess of Sutherland* in charge, and the Type 4 also 'tailed' the return journey behind Gresley A4 No. 60009 *Union of South Africa*.

No. 47746 was turned out to attach to the rear of the 1Z58/15.29 Carlisle-Keighley charter at Hellifield on February 22. Jubilee No. 45596 *Bahamas* had brought the train over the Settle & Carlisle line and took it through to Kirkstall Loop where the train reversed, and No. 47746 took charge for the final leg back to Keighley prior to removing the empty coaches to Carnforth.

The 1Z12/06.09 Peterborough-Carlisle was 'top and tailed' as far as

Preston by Nos. 47832 and 47746 on February 29. At Preston, No. 47832 was removed in favour of No. 46115 *Scots Guardsman*, allowing No. 47832 to head light engine to Carlisle to collect the return working, the 1Z15/16.08 Carlisle-Peterborough routed via the Tyne Valley and led by No. 47746.

Having spent two weeks in Scotland on weather stand-by and route-proving duties, Nos. 47854 and 37518 sandwiched four long-withdrawn departmental coaches forming the 5Z37/22.18 Joppa Straight-Carnforth leaving late on February 27.

No. 47830 *Beeching's Legacy* has continued to carry out staff training runs, and on February 12 powered the 4Z47/10.37 Basford Hall-Northampton and 4Z48/13.39 return with a rake of intermodal flats, repeating the trip next day. Light engine jaunts from Crewe to Peterborough and back followed between February 25 and 28, after No. 47830 had worked the 4F89/06.09

Basford Hall-Runcorn Folly Lane and 4K88/10.27 return (Winsford 10/50) on February 24. A rare outing on an engineering train occurred on March 1 when No. 47830 had charge of the 6Y63/09.18 Bidston East Junction-Basford Hall via Dee Marsh, Wrexham and Chester.

CLASS 56

ENGINEERING work over the weekend of February 29 and March 1 found four Colas Railfreight Class 56 locomotives on the Middlesbrough to Whitby line: Nos. 56078, 56087, 56094 and 56096.

On February 4, No. 56078 had a trip out from Nottingham CMD to Allington and back with Class 50 No. 50050, while on February 23 Nos. 56078 and 56096 'top and tailed' the 6C60/07.10 Cow Green (Haughley Junction)-Whitemoor engineers' train. The following morning, the same pair passed through Accrington with the 6E32/10.07 CR Ribble-Lindsey

With three out of its four Class 60s stopped for repairs at Toton on March 2, DCR hired in DBC's red-liveried No. 60017 to work the 6Z39/09.40 Chaddesden (Derby) to Wembley stone empties, which is pictured just after departure. Phil Chilton



discharged bitumen tanks. Classmate No. 56090 handled the 6K38/10.05 Basford Hall-Longport ballast on February 27.

Displaced from their former work by the introduction of Class 60s, the DCR examples Nos. 56091 and 56103 have seen little work of late, with No. 56103 out of action for most of February. No. 56091 was entrusted with the 6Z20/09.14 Chaddesden-Long Marston on February 18 and four days later hauled DVT No. 82302 from Bristol Barton Hill to Wembley LMD returning west with DVT No. 82303.

CLASS 57

THIS year's 'Northern Belle' sorties got under way on February 13, when Nos. 57314 and 57601 'top and tailed' the 1Z20/11.24 York-Hull via Harrogate and 1Z21/14.35 Hull-Leeds routed through Knottingley before taking the Harrogate loop a second time. Next day, the duo ran from



Chesterfield to Grantham, thence to Nottingham by way of Worksop and Sheffield, and on February 15 took the prestigious train from Coventry to Chester via Shrewsbury and back to Birmingham International.

The ROG Class 57s have been regularly employed on the movement of former GWR HST coaching stock, with No. 57312 so employed between Plymouth Laira and Long Marston (Warwickshire) on February 10 and again two days later. On February 21 the same locomotive took similar vehicles from Long Marston to Sims Metals at Newport Docks, and repeated the trip four days later this time 'top and tailing' with No. 57305.

CLASS 60

FEW Class 60s have carried a blue livery, so the four currently operational ones often catch the eye. No. 60028 (Cappagh) was recorded at Warrington Bank Quay close to 19.00 on February

3, atop the 6Z20/15.46 Chaddesden-Carlisle Kingmoor Yard and early the next morning was at Northampton bound for Willesden with the 6Z60/22.10 return trip from Kingmoor.

The same locomotive powered the 6Q74/13.33 West Ealing-Wembley on February 18, with YIA/YDA vehicles, prior to heading off to Chaddesden (Derby) and taking over the 6Q76/15.46 Chaddesden-Carlisle as far as Warrington Arpley on February 19.

No. 60026 (Beacon Rail GBRf) was a regular performer on Tyne Dock-Drax traffic during the month before teaming up with No. 66736 to work the 6D63/12.46 Tyne Dock-Hexthorpe with a single wagon on February 23. Two days later, the Class 60 reached Toton depot for maintenance. Meanwhile, both Nos. 60021 and 60095 (GBRf blue) have been regular visitors to Drax during February from Merseyside (60021) and the north-east (60095). The other five Class 60s ever to have

carried blue liveries (out of the 100 built) are No. 60006 (British Steel), Nos. 60011/44/78 (Mainline Freight) and No. 60074 (Teenage Cancer Trust).

CLASS 66

DURING the evening of February 11, No. 66736 *Wolverhampton Wanderers*, in charge of the 6S45/06.25 North Blyth-Fort William Alcan tanks, ground to a halt just north of Rannoch station, a more remote and unfriendly spot on the national network would be hard to find! In blizzard conditions, the locomotive could not move its 1000-plus tonne train any further, effectively blocking the West Highland line. Eventually, the train moved back to Rannoch to await assistance the next morning from West Coast Type 3 No. 37668. After a portion of the freight had been taken off the rear by the Caledonian Sleeper locomotive No. 73966, 6S45 was able to go forward behind the combination of Nos. 37668+66736.

SPECTRUM

LOCOS

BR Green: 37521
DC Rail grey: 60029
Grand Central black & yellow: 90026
Regional Railways: 37425
Debranded: 90005

UNITS

LNER: 800101
Northern: 158848, 158910, 323239/42
South Western Railway: 444029, 450043
TransPennine Express: 802204
Transport for Wales: 175010
+ Purple cab: 365530
De-branded: 156402/16/17

COACHES

ScotRail InterCity: 40609/18/26, 42014/72, 42107, 42253/57/81/97, 42350, 42555

A view of the Tarmac terminal adjacent to the Great Western Main Line at Hayes & Harlington on February 8, as Freightliner's No. 66622 has arrived with the 04.30 from Moreton-on-Lugg (Herefordshire). Finbarr O'Neill



Sunshine has been in short supply so far this year, but it popped out long enough on February 26 to get this shot of GBRf's Maritime-liveried No. 66727 passing the site of Howe & Co sidings (on the Settle & Carlisle Line south of Cumwhinton) with the 4N00/09.34 Carlisle New Yard to Clitheroe Castle Cement. Jonathan Allen

Direct Rail Services took over operation of the Garston Car Terminal to Dagenham Dock services from February 24, when No. 66434 handled the 6L48/15.49 from Garston, albeit running two hours late when noted at Acton Bridge. Stablemate No. 66430 was noted atop the 6X41/00.35 from Dagenham Dock to the Merseyside terminal early on February 27.

The attractive Newell & Wright-liveried No. 66747 (a former Dutch Crossrail AG locomotive) seems to have caught the eye of late with reports from several areas of the country. On February 5 it passed Water Orton with 16 JNAs destined for store, forming the 6Z84/07.44 March-Long Marston, before handling the 6X01/10.18 Scunthorpe Trent Yard-Eastleigh on February 13 and again the following day.

On February 17, No. 66747 passed Melton Mowbray at 18.56 with the 4M86/17.15 March-Peak Forest, and hauled the 6J56/09.54 Peak Forest-Manchester Hope Street next morning prior to taking charge of the 6035/01.38 Whitemoor-Hoo Junction on February 22. No. 66779 *Evening Star* worked the 6X01 on February 27.

The transfer of former LNER Mk.4 coaches across the Pennines saw No. 66756 hauling 11 vehicles including DVTs Nos. 82200 and 82227 as the 5Z19/08.47 Worksop-Widnes on February 3, being recorded at Maltby, Hebden Bridge and Manchester Victoria (12.30). The following day, No. 66763 hauled the 5Z18/08.59 Doncaster Wabtec-Crewe CS through Hebden Bridge with a further half dozen Mk.4 vehicles in tow. Subsequent stock transfers have included No. 66779 hauling the complete BN22 set (with DVT No. 82230) for storage as the 5Z91/09.26 Bounds Green-Worksop Yard on February 17.

On the other side of the coin, TPE set 02 (stored at Longtown, near Carlisle, since August 13 last year) was hauled to Crewe CSFL behind No. 66512 on February 27, prior to entering traffic. This was the last of the TPE Mk.V sets in store at Longtown.

CLASS 67

THIS winter's first running of the VSOE (Belmond British Pullman) occurred on February 12 when the regular duo of Nos. 67021 and 67024 'top and tailed' the 1V80/09.46 London Victoria-Bath Spa. Both 67s accompanied No. 92036 on the 4B64/23.46 Dollands Moor-Wembley Yard, leaving Kent late on February 18.

The following night, No. 67021 appeared at Stafford running almost 300 minutes late with the 1S96/16.21 Willesden PRDC-Shieldmuir mail train, having been procured to assist Class 325 electric units Nos. 325008/009/014. With the same trio in tow, No. 67021 returned south the following day in charge of the 1M44/16.20 Shieldmuir-Warrington RMT and the 1A97/19.25 forward to Willesden PRDC.

Sporadic training runs with Mk.4 coaching stock in North Wales have featured No. 67008, based at Holyhead



Track work near Littlehaven station, West Sussex, on February 22 saw GBRF's No. 66701 in a possession at the head of engineering train that afternoon. Work was focused on the left-hand (down) line, so the dip on the up line in front of the loco - exaggerated by a telephoto lens - remained to be fixed at a future date. The photo was taken from a public foot crossing. Phil Barnes

with DVT No. 82226 and four coaches. On February 12, the set formed the 3J88/11.33 Holyhead Old-Crewe and 3J89/14.35 return. Meanwhile, No. 67014 has acquired Transport for Wales white, grey and red livery and was hauled from Toton to Crewe IEMD by No. 67010 on February 27. Elsewhere, No. 67015 hauled a Mk.4 set along with AC electric No. 91119 as the 5Z09/10.15 Edinburgh-Bounds Green (London) on February 16, while No. 67012 passed Water Orton on February 5 hauling an intermodal flat forming the 6Z26/15.00 Toton Yard-Bescot.

CLASS 70

ON February 5, Freightliner example No. 70005 moved Railvac No. 6 as the 6X50/15.13 Toton Yard-Basford Hall being recorded at Madeley. That same day saw No. 70002 heading 10 HHA hoppers on the 6E76/11.52 York Yard-Shirebrook (WH Davis).

Pioneer No. 70001 handled the Runcorn (Folly Lane) to Pendleton traffic on several occasions during the middle of November - normally a Class 66 duty - while No. 70003 had charge of the same diagram during the last few days of February.

CLASS 73

DESPITE an uncertain future not so many years ago, the Class 73 electro-

SHED TALK

Correct to February 25, 2020

Depot/pool codes

XHHP DRS locomotives deregistered

Allocations

20096 HQ/GBEE-CD/LSLO
20107 HQ/GBEE-CD/LSLO
20302 XHCK-XHNC
20304 XHSS-XHHP
20305 XHCK-XHNC
20308 XHSS-XHHP
20309 XHSS-XHHP
20312 XHSS-XHHP
37425 XHSS-XHAC
37510 SROG-GROG
37602 XHSS-XHHP
37603 XHSS-XHHP
37604 XHSS-XHHP
37605 XHSS-XHHP
37606 XHSS-XHHP
37609 XHSS-XHHP
37703 XHSS-XHHP
37714 KM XHSS off registration
43071 HQ/SBXL-LA/EFPC
43086 HQ/SBXL-LA/EFPC
47712 MBDL-LSLO
57004 XHSS-XHAC-XHHP
57008 XHSS-XHHP
57009 XHSS-XHHP
57010 XHSS-XHHP
57011 XHSS-XHHP
57012 XHSS-XHHP

57303 XHAC-XHSS
60094 WQBA-WQCA
66063 TO/WBAE-WQ/WQAA-TO/WBAE
66094 TO/WBAE-WQ/WQAA
66117 TO/WBAE-WQ/WQAA
66119 TO/WBAE-WQ/WQAA-TO/WBAE
66130 TO/WBAR-WQ/WQAA
66139WQ/WBAE-WQ/WQAA
66144 TO/WBAR-WQ/WQAA-TO.WBAR
68026 KM/XHTP-LO/TPEX
68030 KM/XHTP-LO/TPEX
86610 DFNC-DHLT

For Sale

33110

Sold

Private at Weardale Railway:
60050/60/86
West Coast Railway Co.: 86401

Stored/stopped locations

Kingmoor: 57303
Neville Hill: 43320
Toton: 66094, 66117/30/39

Operational

37425, 37510, 43071/86

Disposals

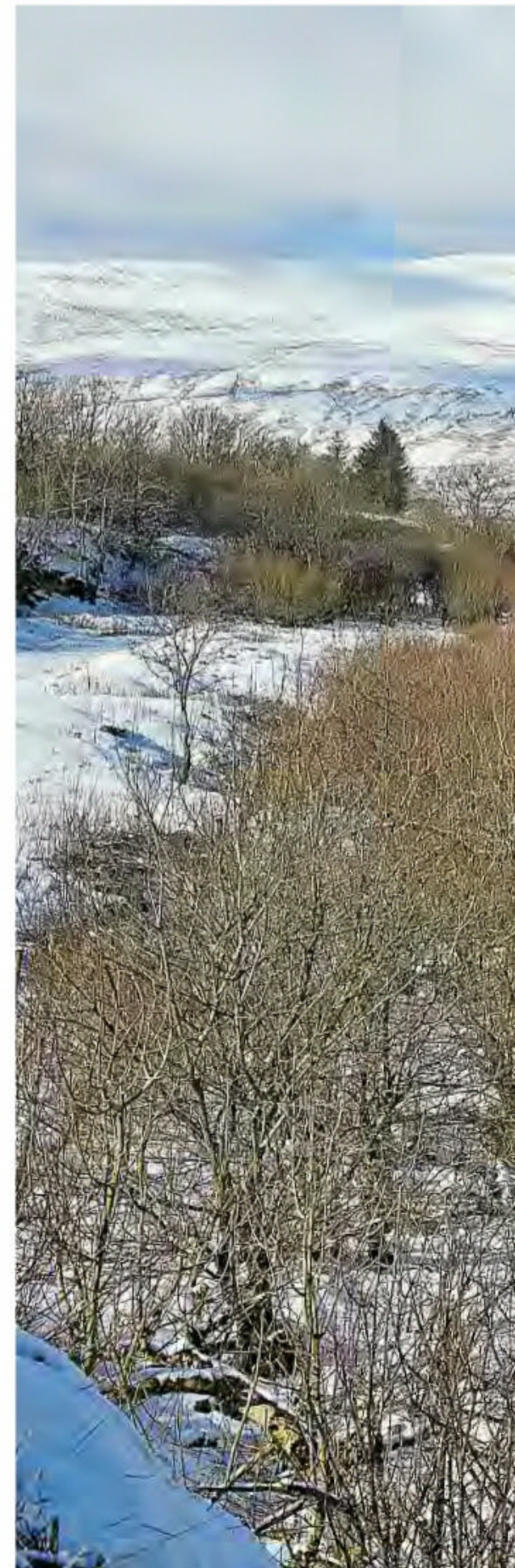
Manforte del Cid, Spain: Cut dates: December-February: 58015/20/24/29/30/31/43/47



Get them while you can, as Greater Anglia's current derogation to continue using loco-hauled Mk.3 stock on the Great Eastern Main Line runs out on April 1. On February 17, No. 90004 passes Haughley Junction, north of Stowmarket, with the 1P41/13.30 Norwich to Liverpool Street. Ryan Hayward



The wet weather caused a large overflow from Carr Mill Dam (St Helens) into the Sankey Brook on February 25, seen here as GBRf's No. 66774 crosses Carr Mill Viaduct with the 6F64 Tuebrook (Liverpool) to Ashton-in-Makerfield (Manchester). Brian Dobbs



◀ diesels have subsequently become a useful tool in several areas of operation. Of the 49 built at Eastleigh (6) and Vulcan Foundry (43) between 1962 and 1966, two dozen remain active on the national network and only 10 have been scrapped. The balance is made up of stored locomotives (9) and those in preservation (6).

Nos. 73107/9, 73119, 73128, 73136, 73141, 73212/3 have all been active during February on various duties, including 'top and tailing' snow and ice treatment trains, while the '73/9' sub-class continued to tour the network on test trains and on sleeper traffic in Scotland.

Nos. 73951/2 are regular performers each month on test trains in the North-West, visiting the conurbations of Liverpool and Manchester from their Crewe base. They visited Buxton on February 17, before

heading to the Wirral and covering Merseyrail's Northern lines the following night, then going to Stalybridge, Rose Hill and Hadfield on February 19.

The GBRf pairing of Nos. 73963 and 73965 appeared briefly at London Victoria on the morning of February 15, while heading from Tonbridge to Derby, albeit via Ashford International and later Wembley Central. Two days later they 'top and tailed' four test coaches forming the 1Z01/12.23 Rugby-Derby via Alrewas, and later returned south with four different coaches bound for Eastleigh Arlington. During the evening of February 20, No. 73963 teamed up with No. 66721 to power a train of loaded ballast from Eastleigh Yard to Hoo Junction.

CLASS 86

FOLLOWING attention at Burton Nemesis on February 7, No. 86259 *Les Ross/Peter*

Pan left Euston the following morning on the 1Z86/07.10 'Winter Cumbrian Mountain Express' to Carlisle, the AC electric working as far as Carnforth. Once No. 46115 *Scots Guardsman* had taken the tour to Carlisle and back over the Settle & Carlisle line, as the 1Z87/14.13 Carlisle-Euston, No. 86259 was ready to handle the homeward leg from Preston to London. A further CME ran on February 29 with No. 86259 handing over to Pacific No. 35018 *British India Line*.

West Coast Railways took delivery of No. 86401 on February 14 when the former No. E3199 ran light from Wembley Traincare to Carnforth.

CLASS 88

THE pairing of Nos. 68005+88001 were regular mid-morning visitors to Sunderland in mid-February, handling the 6E44/07.38 Carlisle Kingmoor-Seaton

flasks on February 17, 20 and 24. No. 68005 was also out partnering No. 88003 on February 12, when noted on the 6C51/12.47 Sellafield-Heysham and 16.19 return.

No. 88003 spent the last two weeks of the month under repair at Kingmoor depot.

Out of use for a month, No. 88002 returned to traffic on February 26 when replacing No. 88007 at Carlisle on the 4S44/12.16 Daventry-Mossend.

The combination of Nos. 68004+88005 handled the 6V73/04.33 Crewe CLS-Berkeley traffic on February 20, two weeks after Nos. 68003+88004 had traversed the Sharpness branch (February 6) with the same train.

On February 25, No. 88004 took escort coaches Nos. 9419 and 9428 on the short trip from Kingmoor to Longtown, returning with two others Nos. 9506/8 and four IKAs as the

Heavy rain has dominated the winter weather, but snow was on the ground at Salt lake Cottages, just south of Ribbleshead on the Settle & Carlisle line, on February 27, as GBRf's Royal Scotsman-liveried No. 66743 heads the 11.25 Arcow Quarry to Bredbury Tilcon loaded stone. Steve Sienkiewicz



5C92/10.00 Longtown-Kingmoor. Nos. 68002 and 88004 were then paired together to take the IKAs south as the 4Z96/11.53 Carlisle Kingmoor-Daventry.

Having last worked a train on January 30, No. 88008 moved from Crewe Gresty Bridge to Kingmoor on the morning of February 17, accompanied by Chiltern Railways' silver-liveried No. 68010.

CLASS 91

FEBRUARY 1 found Nos. 91122/28 being moved from Bounds Green to Leicester (joining classmates Nos. 91117/20 there) behind No. 57312 with a view to the '91s' being used for overhead line testing on the Midland main line. Later, No. 91128, sandwiched between Nos. 57301 and 57312, ran from Leicester to Melton Mowbray via Syston Junctions in order to turn the Class 91.

A survey of East Coast passenger


services on February 27 found 16 of the 31-strong fleet in action: Nos. 91102/5/7/9, 91110-91116, 91119, 91121/6/9 and 91130.

CLASS 92

FOLLOWING the cancellation of the 1C11/23.40 Edinburgh-Carstairs on January 31, No. 92043 traversed the West Coast Main Line on Sunday, February 2, hauling eight Mk.5 sleeping cars as the 3Z15/09.45 Polmadie-Wembley empty stock move.

That night, the Caledonian Sleeper services suffered further disruption when No. 92038 had a circuit breaker fault when leaving Edinburgh with 1C11, and eventually left Haymarket station 186 minutes late. No. 92006 on the 1M16/20.26 Inverness-Euston was over 200 minutes late leaving Edinburgh, while the 1M11/23.15 Glasgow-Euston stood at Carstairs from 23.50 until 03.48.

Further time was lost at Carlisle after No. 92014 developed a problem, and 1M11 went forward 333 minutes behind time with No. 92028 assisting the failure.

On a brighter note, No. 92006 took charge of a freight train for the first time in more than a decade on February 23, when entrusted with the 6Z48/08.56 Garston-Wembley Reception, which consisted of GBRf flat wagons prior to the DRS takeover of the car traffic. On the morning of February 26, No. 92043 rescued the 4S83/17.35 London Gateway-Coatbridge Freightliner. Hauled by Nos. 90047+90016, the former suffered a loss of power between Greskine and Harthope on the climb to Beattock Summit and the train eventually passed Abington 166 minutes late with No. 92043 at the head. At Carstairs, the Class 92 removed No. 90047 from the train allowing No. 90016 to go forward alone. 

ACKNOWLEDGEMENTS

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Final ‘Nova 1’ units enter traffic

All 19 of TransPennine Express’ Class 802 bi-modes are now in revenue earning service.

WITH the reintroduction of the majority of the Liverpool-Edinburgh via York services, which had been removed from the timetable at the beginning of the year to improve reliability, TransPennine Express increased its daily Class 802 requirement to 11 sets on February 3.

That day saw No. 802202 make its passenger debut with the 9M06/06.27 Edinburgh-Liverpool. With No. 802205 having been put into traffic briefly from January 17, prior to its departure to Eastleigh four days later, this left just No. 802216 still to enter service. This unit appeared for the first time on February 10, working the 9M04/06.06 Newcastle-Liverpool.

Further Class 802/2 diagrams were


introduced from February 17 with up to 14 sets now in daily use.

GREY SETS

Following application of TPE vinyls, No. 802205 subsequently returned north to Doncaster Carr with Hull Trains’ No. 802304 on February 5. It was back in traffic two days later. Another set, No. 802219, arrived at Eastleigh with LNER’s No. 801201 on February 25. Three sets have still yet to visit Eastleigh to receive TPE colours (see table).

The Class 802/2 fleet is employed on two routes. In addition to working services between Liverpool and Newcastle/Edinburgh, they also cover diagrams on the Newcastle-

Manchester Airport circuit. Their use on the latter has enabled the release of a number of Class 185 units, which have been used to increase some services on the Hull-Manchester and Cleethorpes-Manchester Airport routes to be increased from three to six cars.

■ **‘PARAGON’ FLEET GROWS:** Having completed its fault-free test running, No. 802304 was put into service on February 22, its first working being the 1H01/07.27 King’s Cross-Hull. With four sets available for three diagrams, the two remaining ‘Adelantes’, Nos. 180109/113, are not planned to see any further use with Hull Trains. The Open Access operator’s last set, No. 802305, had not yet arrived the UK in late February. 

TPE CLASS 802/2 FLEET STATUS

Number	Into service	Livery
802201	28/09/19	TPE
802202	03/02/20	TPE
802203	16/11/19	Grey
802204	04/11/19	TPE
802205	17/01/20	TPE
802206	20/11/19	TPE
802207	12/10/19	TPE
802208	15/12/19	TPE
802209	11/11/19	TPE
802210	04/11/19	TPE
802211	28/11/19	Grey
802212	07/11/19	TPE
802213	31/12/19	TPE
802214	18/11/19	TPE
802215	22/11/19	TPE
802216	10/02/20	TPE
802217	29/12/19	TPE
802218	14/10/19	Grey
802219	10/12/19	TPE



CONWY ‘VOYAGER’: No. 221108 approaches Llandudno Junction on February 6, with Avanti’s 08.55 Holyhead to Euston. Conwy Castle dominates in the background. All 20 ‘221s’ in the Avanti fleet are due to be replaced by Hitachi-built bi-modes and EMUs from 2022. Finbarr O’Neill

DMU

CLASS 142 'PACER'

In preparation for the introduction of its services between York and Scarborough, which are due to begin in May, Northern sent Nos. 142068/071 from Heaton to York for use on route learning duties in early February.

February 10 saw Nos. 142028/060 undertake their last run on the national network when they ran under power from Gascoigne Wood to the Wensleydale Railway and into preservation.

CLASS 144 'PACER'

ALTHOUGH not on the list of routes for which dispensation has been given, No. 144023 operated the 2H29/19.49 Leeds-Ribblehead and 2H04/21.45 return on February 8 – possibly the last appearance of a 'Pacer' on the Settle & Carlisle line, albeit not over the full route.

One of the 10 three-car sets, No. 144021, was reduced to two-car formation at Heaton during February with the removal of No. 55857.

CLASS 150 'SPRINTER'

NORTHERN 'orphan' Class 150, No. 150209 (made up of car Nos. 57209 and 57212) ran from Newton Heath (Manchester) to Wabtec, Doncaster for PRM (persons with reduced mobility) modifications with No. 150122 on January 25. The latter set returned to Newton Heath on February 22, with No. 150111 then moving in the opposite direction.

CLASS 156 'SUPER SPRINTER'

FURTHER transfers of Class 156s from Greater Anglia to East Midlands Railway have taken place, with No. 156416 running from Norwich Crown Point to Derby Etches Park on January 27, followed by the final set, No. 156417, on February 3. The full list of units transferred to EMR (and now renumbered into the 1569xx series) reads Nos. 156402/407/409/412/416-419/422.

Now carrying EMR purple/white, No. 156922 ran from Derby to Landore (Swansea) on January 29 for attention by Chrysalis Rail.

CLASS 158

HEADING from Heaton to Bristol Barton Hill for refurbishment, Northern's No. 158848 was observed passing through Bromsgrove on February 5. Six days later, No. 158907 left Barton Hill for Neville Hill. Another set, No. 158792, ran from Neville Hill to Crewe for upgrading on February 18, replacing No. 158906 which had returned from Crewe earlier that day.

CLASS 170 'TURBOSTAR'

OFF-lease at the end of January, Greater Anglia's last 'Turbostar' No. 170271 departed on February 4. Forming the 5H66/10.07 Ilford-Tyseley (Birmingham), it ran via Finsbury Park, Hertford North, Peterborough and Nuneaton. After work at Tyseley, it will move to Cardiff.



SOUTHPORT 'FLEX': Crew training began on the Southport line on February 13, when No. 769442 undertook an outing from Wigan Springs Branch (No. 769450 has also been used on training trips to Blackpool North). The bi-mode is pictured passing Burscough Bridge that day heading back to Wigan. In service, these units will run on diesel power between Southport and Wigan or Bolton, then on electric from there to Manchester. Colin Wareing

CLASS 195 'CIVITY'

THE two training sets at Huddersfield, Nos. 195005/006, were replaced by Nos. 195018/129 in early February, although No. 195017 also had a short spell there. Nos. 195005/006/017 subsequently entered passenger service later in the month. Also put into traffic during February, as a result of an increase in diagrams from February 17, were Nos. 195014/016/126-128.

At Doncaster for training in late February were Nos. 195023/108, the former having replaced No. 195130.

EMU

CLASS 314

HAVING run across Glasgow between Yoker to Shields depots on February 9, Nos. 314210/216 departed by road over the next few days. The driving cars from both units were despatched to J R Adam & Son for scrap, while the trailer cars (Nos. 71459/465) were taken to Long Marston, where they join Nos. 71451/452/454/463/464.

CLASS 317

ANOTHER '317' was released after PRM work on February 6, No. 317508 heading south to Wembley Yard behind No. 57301 prior to returning to Ilford the next morning.

CLASS 321

FORMERLY part of No. 321415, which was reduced to three-car formation and reclassified as a '320' in 2016, TSOL No. 71463 has been disposed of from

Long Marston to CF Booth, Rotherham for scrap.

CLASS 323

NEWLY-refurbished No. 323239 was released on February 1, when it formed the 5Q36/09.49 Wolverton-Allerton. Moving the opposite direction later that day was No. 323228.

CLASS 333

THE penultimate set to be sent away for refurbishment, No. 333005, was moved across Leeds from Neville Hill to Holbeck by Nos. 37608 *Andromeda* and 37884 *Cepheus* on February 15. Earlier that day, the pair had returned No. 333006 to Neville Hill after attention.

CLASS 345 'AVENTRA'

NOW formed as a nine-car set, No. 345002, which returned to Bombardier Derby in early 2019, emerged on February 4 and was taken to Old Dalby (Leicestershire) for testing by No. 37608. Six days later, No. 345001 was also released, being collected by Nos. 47813 *Jack Frost* and 37608 which formed the 5Q73/04.11 Bombardier Derby-Old Oak Common. No. 37608 was also used to haul No. 345023 from Worksop to Old Dalby on February 17, and No. 345058 the following day.

CLASS 387 'ELECTROSTAR'

EN route from Reading to Ilford for work prior to taking up 'Heathrow Express' duties, Nos. 387130 (already in HEX colours) and 387141 (still in GWR green) passed through Slough behind

SHED TALK

Correct to February 25, 2020

Allocations

142078/90 HT-NH
144008 NL-HT
150205/69/72/73/75/77 NH-NL
153321 NM/EJHQ-CF/HLHQ
156416/17/19 NC-DY
156468 NH-HT
170271 NC/EBHQ-CF/HLHQ
195001/02/05-08 AN-NH
195016-19 HQ-NH
195101-03/05-07/10/11/13-19/22/23/25 AN-NH
195128 HQ-NH
331001/04-08/16/20/21 HQ-AN
331026/27 newly delivered HQ/EDHQ
331102/05/07 HQ-AN
397011 HQ/EAHQ-MA/TPEC
710104 newly delivered HQ/EKHQ
710259 HQ-WN
710273 newly delivered HQ/EKHQ
720513/19/20/22 newly delivered HQ/EBHQ
745010 HQ-NC
745107/08/09 newly delivered HQ/EBHQ
755326/29-31/34/37 HQ-NC
755407 HQ-NC
801219/20/21/22 HQ-DR
801223/26/27 newly delivered HQ/HBHQ
802202/05/13/16 HQ/EAHQ-DR/TPEA

Continued on page 92



MORE 'PACERS' GO: The number of Class 142s in service in the Manchester area was reduced over the weekend of February 15/16 when eight sets were sent from Newton Heath (Manchester) to Heaton (Newcastle) for warm storage. The first to depart were Nos. 142011/036/043/061, which ran via the West Coast Main Line and Tyne Valley on February 15. They were followed by Nos. 142035/041/047/055 the next day, which are pictured attacking the climb of Shap at Greenholme (Cumbria). Their departure left just six sets at Newton Heath, Nos. 142004/045/ 051/058/ 078/090, to cover a small number of services.

Robert France

SHED TALK

Renumbered

156402-156902
156407-156907
156418-156918
156419-156919
156422-156922

Formations

Now back in 5-car formation 378232

Now in passenger traffic

195005/17/19
195117/28
331020/21
397011
710259
745010
755326/29-31/34/37
755407
801219/20/21/22
802202/05/13/16

Preserved

East Kent Railway: 142017
Rushden Transport Museum:
142084/91
Waverley Heritage Association:
142019/20
Wensleydale Railway: 142028/60

Stored/stopped locations

Heaton:
142011/35/36/41/43/47/55/61,
144008
Long Marston: 71465 (314216),
71459 (314210)
Northampton: 315833/59
Parkeston: 745108
Wolverton: 442415
Worksop: 345018, 710124/28,
710273, 720503/22

Disposals

J R Adam & Son, Glasgow: Arrival
dates: February 10: 64613/14
(314216); February 11: 64601/02
(314210)
C.F. Booth, Rotherham: Arrival date:
January 31: 71963
EMR Kingsbury: Arrival dates:
January 28: 142009/49

◀ No. 57306 *Her Majesty's Railway Inspectorate* 175 on January 31.

CLASS 397 'NOVA 2'

IN late January, No. 397011 became the fifth 'Nova 2' EMU to enter passenger service. No. 397002 followed on February 8, its first working being the 1S35/07.26 Manchester Piccadilly-Glasgow Central. A further set, No. 397004, was put into use before the end of the month.

CLASS 442 '5-WES'

FEBRUARY 7 saw No. 442415 sent away to Wolverton for attention. Nos. 47815 *Lost Boys* 68-88 and 57305 *Northern Princess* were used for the move, which operated as the 5Q77/07.03 Arlington Eastleigh-Wolverton.

CLASS 466

RUNNING as the 5Q89/11.30 Slade Green-Wabtec Doncaster, No. 66742 *ABP Port of Immingham Centenary* took Nos. 466023/032 north for overhaul on February 1. No. 466032 returned to Slade Green less than two weeks later, being moved by No. 66724 *Drax Power Station* on February 4. The next day, the same loco hauled No. 466024 to Doncaster for attention.

CLASS 710 'AVENTRA'

EMERGING from Bombardier, Derby on January 30 was No. 710104. Sandwiched between Nos. 57305 and 37884, it was sent for storage as the 5Q26/10.24 Derby Litchurch Lane-Worksop. No. 710273 had been similarly moved from Derby to Worksop by Nos. 57305 and 37608 two days previously.

After four months in store at Worksop, No. 710124 was taken to Old Dalby on February 3, the aforementioned Nos. 57305 and 37608 being used again. Another Worksop to Old Dalby move using the same locos took place on February 11, conveying No. 710272, after which the locos took No. 710129 to Willesden. Moving from Old Dalby to Worksop two day later was No. 710128. No. 710124 returned to Worksop on February 19, sandwiched

between Nos 47813 and 57305, after which the pair headed back to Old Dalby with No. 710130.

CLASS 720 'AVENTRA'

THE first move of one of Greater Anglia's Class 720 units by rail from Bombardier Derby to Old Dalby took place on January 31, when No. 720513 was transferred by Nos. 47727 *Edinburgh Castle/Caisteal Dhun Eideann* and 47749 *City of Truro*.

Two other sets, Nos. 720501/503, had transferred by road from Derby to Old Dalby during 2019. No. 720503 was subsequently taken to Worksop for storage by the same pair of '47s' on February 17, where it joined No. 720522 – the five cars from this set being moved directly from Derby by road in late January and early February. Further sets arrived on February 18 (No. 720519) and February 20 (No. 720520).

February 13 saw the arrival of the second '720' at Ilford. No. 720506 had left Bombardier Derby the previous day and berthed overnight at Ferme Park. Like the first unit to arrive (No. 720509), it was moved by Nos. 47727 and 47749.

CLASS 745 'FLIRT'

HAVING arrived at Norwich Crown Point from Ripple Lane behind No. 66001 earlier that day, No. 745108 was taken away to Harwich Parkeston Quay for temporary storage by No. 37800 on January 30. A further delivery took place on February 13, when No. 66002 hauled No. 745109 from Ripple Lane to Norwich Crown Point prior to the unit being taken to the Mid-Norfolk Railway for storage by No. 37611. These two deliveries left just one set, No. 745110, still to arrive.

CLASS 755 'FLIRT'

RECENT additions to the in-service fleet have been Nos. 755407 (January 26), 755330 (January 28) and 755334 (February 1). Still to be put into use are Nos. 755325/338/401/403/405/406/408, of which No. 755403 has yet to arrive in the country.

CLASS 800 'AZUMA'

MAKING its first outing under power since its extended visit to Eastleigh, No. 800101 formed the 5Q66/10.02 Craigentenny-Doncaster Carr on January 28. During February, it undertook a number of mileage accumulation runs.

In preparation for the introduction of a new service to London from May 18, the first route learning trip to Huddersfield took place on February 18, using No. 800210. The new timetable will see one train operate in each direction (05.50 Huddersfield-King's Cross and 18.03 King's Cross-Skipton/Huddersfield, the latter service dividing at Leeds).

CLASS 801 'AZUMA'

RETURNING from its post-production modifications, No. 801225 left Eastleigh for Doncaster behind No. 66742 on January 27. In late February, it was at Tyne Yard with No. 801215 awaiting entry to service. New to traffic on February 4 was No. 801222.

The move of No. 801223 from Newton Aycliffe to Eastleigh on January 30/31 had to be aborted at Reading owing to a freight train derailment at Eastleigh station. No. 66702 *Blue Lightning*, which had brought the unit south from Newton Aycliffe, ran round at Reading and took the 'Azuma' to Ferme Park. Another move involving No. 801226 on February 6 was equally unsuccessful. Running as the 5Q50/20.12 Merchant Park Sidings-Acton, No. 66771 only made it to Doncaster Carr, where the train had to be terminated owing to a brake fault.

No. 801227 emerged from Newton Aycliffe on February 13, departing for Eastleigh where it arrived the next day behind No. 66757 *West Somerset Railway*. It returned north just five days later, being taken to Doncaster Carr by No. 66768. The same '66' collected No. 801224 from the Hitachi assembly plant on February 20, and took it to Eastleigh.



A view of the recently reliveried No. 08752 at Wolverton Works on February 22, the shunter now sporting RSS' grey livery with Gemini Rail Group branding (Gemini being the current tenants of the works). Greg Hartle


Sold shunters leave Wolverton

METEOR Power acquired two of the resident Wolverton shunters, Nos. 08629 and 08649, in November, but the two locos remained on-site until early this year.

No. 08649 was eventually moved to Meteor Power's Silverstone base on January 7 for restoration, lacking various parts that had been used to keep No. 08629 running and then

No. 08629 was moved to the nearby Chinnor and Princes Risborough Railway on February 14.

Both shunters have visited the C&PRR before in 2013, when they attended to celebrate the 60th anniversary of resident classmate No. D3018 (08011). No. 08629 should be in action for the railway's diesel gala on March 25-27.

■ Still at Wolverton is Railway Support Services' No. 08752, which has finally lost its shabby EWS colours and been repainted into RSS' dark grey and red livery but with Gemini Rail Group branding. 

Two more for Harry Needle

HNRC has acquired Nos. 08602 and 08682 from Bombardier, Derby and a move to Barrow Hill should take place in the near future.

With the transfer of the Dagenham to Garston car train from GBRf to DRS, No. 08818 departed

Garston on February 25, taken initially to the HNRC site at Worksop. What will take over from the '08' at Garston is still unclear. The track layout precludes using a main line loco to shunt the train, so DRS may use one of its Class 20s instead.



FGW 'GRONKS' SOLD: First Great Western has sold the two 90V '08s' it put up for sale in January, with both Nos. 08410 and 08483 thought to have fetched north of £50,000. No. 08410 is pictured leaving Long Rock depot, Penzance, for AV Dawson in Middlesbrough on February 26, while No. 08483 left Plymouth Laira at around the same time to become part of the LSL fleet at Crewe. Andrew Triggs

NEWS ROUND-UP

GB RAILFREIGHT

DAMAGED in a derailment at Dagenham last year, No. 08934 has been at Barrow Hill for some time awaiting a decision on repair or component recovery. Luckily, the decision was repair, and with that complete it was transported to Whitmoor Yard on February 25. There it replaces incumbent No. 08925, which will be returned to Barrow Hill.

LH GROUP

'GRONK' No. 08571 returned from Daventry to the LH Group site at Barton-under-Needwood in February for repairs. Also arriving in February was No. 08891, which moved the short distance from Nemesis Rail on the other side of Burton. No. 08891 moved to Nemesis almost three years ago, but is little more than a rolling chassis at present, so the reason for the move back is unclear.

RAILWAY SUPPORT SERVICES

A FLEET shuffle saw No. 08738 moved from Eastleigh to Felixstowe at the start of February, allowing No. 08939 to go back to RSS' base in Wishaw (Warwickshire) for attention. Meanwhile No. 08927, which had been at Wishaw for repairs, departed for Bounds Green at the end of January, allowing No. 08441 to return to Wishaw for radiator repairs.



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GWR Mk.3 clearout gathers pace

Slam-door short HST coaches are sent away for storage and scrap.

WITH the last of GWR's slam-door short HST sets having been removed from service at the end of December, three rakes of stock were sent to Long Marston for storage during February. Their arrival means there are now more than 100 surplus HST coaches on site.

The first nine vehicles, Nos. 41167, 42094/103/231/302/310, 44042/068/069, departed Plymouth Laira on February 3. Off-lease power car Nos. 43071/196 were used as traction.

Further stock transfers on February

HST COACHES AT LONG MARSTON

TSMB (Trailer Standard Miniature Buffet)

40101-118.

TRFB (Trailer Restaurant First Buffet)

40801-804/806-811, 40900-904.

TF (Trailer First)

41059/108/149/160-162/166/167/169/176/182/183/186/187/189/192.

TS (Trailer Standard)

42092/094/095/103/105/108/115/166/167/169/173/176/178/195/217/231/232/247/294/302/304/308/310/319/321/353/364/382/519/520/563/565/570/582.

Trailer Guards Standard (TGS)

44042/060/068/069/074/076/078/081/091.

Trailer Composite (TC)

46006-009/012-014/016-018.



ROG's No. 57312 heads away along the sea wall at Dawlish on February 12 with six ex-GWR Mk.3s bound for store at Long Marston as DMU No. 150247 and an unidentified Class 143 head west with an Exmouth to Paignton stopper. Thomas Mills

10 and again on February 12 were handled by No. 57312 *Solway Princess*. The first movement conveyed Nos. 41166, 42095/167/176/304/563/582, while Nos. 40900/902/904, 41160, 42565/570 followed two days later. Four of the coaches in the latter move (Nos. 40900/904, 41160, which were used by Hull Trains in 2019, and 42570) had been taken from St Philip's Marsh (Bristol) to Laira by Nos. 43029/088 on February 10.


Following the above moves, just 10 slam-door coaches remained on the GWR network in late February. One of them, No. 42175, was at Laira, while another four, Nos. 42087/566/580 and 44100, were at Long Rock (Penzance).

The remainder, Nos. 42005/015/

016/554 and 44005, were transferred from Laira to St Philip's Marsh by power cars Nos. 43009/010 on February 12.

SIMS SCRAPPINGS

February 21 saw six coaches moved from Long Marston to Sims Metals at Newport Docks for disposal. Porterbrook-owned Nos. 42233/303/305/381/383/518 were taken to South Wales by No. 57312.

The accompanying table lists all the HST coaches that are currently stored at Long Marston. To date, two other vehicles have been disposed of from the site – TSMB No. 40119 to Wards, Ilkeston for scrap, and TGS No. 44000 to the 125 Group for preservation. 

IN BRIEF

MK.4 MOVEMENTS

FEBRUARY 4 saw one of Grand Central's rake, made up of Nos. 82231, 11329, 10317, 12317/462/204, moved to Crewe for staff training purposes.

No. 66763 was used for the transfer, which ran as the 5Z18/08.59 Wabtec, Doncaster-Crewe.

Two other vehicles, Nos. 12472/534, moved from Worksop to Long Marston.

Off-lease set BN22 (Nos. 82230, 11422/322/291, 10301, 12316/473/460/452/210) arrived at Worksop from Bounds Green behind No. 66779 *Evening Star* on February 17.

Also still at Worksop in late February were Nos. 11241/244/420/421, 12318/319/322/441/476.

GREATER ANGLIA MK.3S GO FOR DISPOSAL

A START has been made on the disposal of redundant Greater Anglia Mk.3 stock for scrap.

The first examples sent away were Nos. 12005/037/042/082/089/143, which departed Norwich Crown Point for Sims Metals at Newport behind No. 37401 *Mary Queen of Scots* on February 20.

TPE MK.5 UPDATE

IN store at Longtown since September last year, set TP03 was collected by No. 47830 *Beeching's Legacy* on January 30 and took the set to Crewe Carriage Shed.

With set TP05 having been collected by No. 70016 six days previously, this left just one rake (TP02) still in store at the Ministry of Defence site.

SHED TALK

Correct to February 25, 2020

Allocations

1210 PO/ESHQ-WO/ERSO
6392 SBXH-COCS
6393 SBXH-HBHQ
6704/07 PO/ESHQ-WO/ERSO
6705/08 PO/ESHQ-CD/LSCO
9802/05/10 PO/ESHQ-WO/ERSO
10212/29 HQ/SBXH-WO/ERSO
10317/19 SAXH-ECHQ
10501/02 PO/ESHQ-WO/ERSO
10504/13/19/20 PO/ESHQ-CD/LSCO
10598 PO/ESHQ-HQ/MBCS
10600 PO/ESHQ-WO/ERSO
10610/14/90/93 PO/
ESHQ-HQ/MBCS
10648/50/75/83/88 PO/
ESHQ-CD/LSCO
10703/18 PO/ESHQ-HQ/MBCS
11007 LG/TPEE-CD/LSCO
11075/76/77/87/91/98 NC/
EBHQ-CD/LSCO
11294 off registration - scrapped
11327/29 SAXH-ECHQ
11425 off registration - scrapped
12005/37/42/82/89 NC/
EBHQ-HQ/SBXH

12011 LG/TPEE-CD/LSCO
12143 NC/EBHQ-HQ/SBXH
12204/27 SAXH-ECHQ
12317/21 SAXH-ECHQ
12462/71 SAXH-ECHQ
12464 off registration - scrapped
12519 off registration - scrapped
40732 EC/HBHQ-HQ/SBXH
40751 NL/HBHQ-HQ/SBXH
40805 EC/HBHQ-HQ/SBXH
41062 EC/HBHQ-HQ/SBXH
41068 NL/HBHQ-HQ/SBXH
41112 NL/HBHQ-HQ/SBXH
41154 EC/HBHQ-HQ/SBXH
42096 LA/EFHQ-HQ/SBXH
42103 LA/EFHQ-HQ/SBXH
42117/23/25/63 EC/
HBHQ-HQ/SBXH
42194 NL/HBHQ-HQ/SBXH
42205/10 EC/HBHQ-HQ/SBXH
42225/27/29 NL/HBHQ-HQ/SBXH
42302/10 LA/EFHQ-HQ/SBXH
42306/35 EC/HBHQ-HQ/SBXH
44027 NL/HBHQ-HQ/SBXH
44042/68/69/76/81 LA/
EFHQ-HQ/SBXH
44073 EC/HBHQ-HQ/SBXH
82228 HQ/SAXH-HQ/ECHQ

Renumbered

41012-40626
41016-40618
41020-40609
48131-48130

Modifications

Fitted with sliding doors:

40609/18/26, 42014/72, 42107,
42253/57/81/97, 42350, 42555

Preserved

North Yorkshire Moors Railway: 10689
Wensleydale Railway: 10531

Formations

HA14: 40618+42297+42555+42014
HA15: 40609+42253+42107+42257
HA16: 40626+42281+42072+42350

Stored/stopped locations

Crewe: 10544, 10317, 11329, 12204,
12317, 12462, 41062, 41154, 82231
Doncaster West Yard: 10329,
11330, 11999, 12216, 12331,
12439/40/49/63, 82203
Ely: 41144, 42032, 42158, 42226/95,
42323/40, 44039

Laira: 10551/53

Long Marston: 40900/02/04,
41160/66/67, 42094/95,
42103/67/76, 42231, 42302/04/10,
42563/65/70/82, 44042/68/69
Nemesis, Burton: 5965/76/87,
6137/77/83
Weardale Railway: 6702, 9804,
10212/29, 10699
Widnes Alstom: 10321/30, 11320/21,
12222/24, 12323/26, 12461/77,
82200/27
Worksop: 10301/30, 11244/91,
11322, 11421/22, 12210, 12316,
12441/52/60/61/73/76, 82230

Disposals

C.F. Booth, Rotherham: Arrival date:
January 24: 6722. Cut dates:
January 20: 11429, 11998;
January 23: 12457; January 31:
11428; February 3: 11427
Sims Metals, Newport: Arrival date:
February 20: 12005/37/42/82/89,
12143; February 21: 42233,
42303/05/81/83, 42518
Ipswich Yard: Cut date: January 29:
042154 (93975)

WHD begins British IIA to HYA conversions


Having almost exhausted the supply of Romanian-built coal hoppers, recent 'cut and shut' jobs at Shirebrook are now targeting the UK-built IIA wagons.

WH Davis is continuing to cut down former VTG coal and biomass hoppers into shorter HYA wagons for aggregates use, with the current batch beginning to include IIA hoppers that were originally built at its Langwith Junction (Shirebrook) site.

This is expected to end soon, however, with the workshops planning to focus on HHA conversions and the forthcoming Ecofret 2 build instead, which will last well into 2021.

152 IIA wagons were constructed by WHD in 2009/10 to a design almost identical to the previous batches supplied by Astra Rail in Romania. The WHD build included around 75 vehicles either converted or purpose-built with roofs for carrying biomass pellets. The first of these arrived back at Langwith Junction for conversion on October 17,

2019 in the form of Nos. 37 70 6955 203/211/212/213/216/217. These were followed by Nos. 37 70 6955 201/204/207/208/209/214/218/219 (on November 14) and 37 70 6955 200/202/205/206/210/215/220/221 (on December 4).

All of these were reduced in length and could be found in the WHD yard at the end of February, along with ex-biomass hopper No. 37 70 6955 279-4, awaiting a GBRF locomotive to collect them. In a welcome move, VTG has specified that any graffiti is to be patched out, resulting in a more attractive overall finish. 



IIA coal hopper No. 37 70 6955 216-6, which was built by WH Davis in 2009, is pictured there again on February 24 after being shortened for aggregates use and recoded HYA. Gareth Bayer

HOPPERS MOVED FROM STORE:

GBRF's No. 66766 was in charge of an unusual 6Z84/09.27 Long Marston to Gascoigne Wood working on February 24 that comprised Porterbrook barrier coaches Nos. 6393 and 6394 plus 15 ex-GBRF IIA coal hoppers Nos. 37 70 6955 222/234/243/246/247/249/250/253/254/256/260/261/263/269/278. The convoy is pictured approaching Belper. Railtec Transfers



DEVELOPMENTS

■ **COLAS RAIL:** The fourth member of Colas' Plasser & Theurer Unimat 09-4x4/4S Dynamic Tamper fleet to arrive in the last year has now passed through the 'Chunnel', No. DR 75011 (99 70 9123 011-7) being recorded at Dollands Moor on February 15. It was moved north, likely to Plasser's site at West Ealing, two days later by Nos. 66002 and 66206. It joins No. DR 75010 (99 70 9123 010-9), which arrived in November, No. DR 75009 (99 70 9123 009-1) in March and No. DR 75008 (99 70 9123 008-3) in February 2019.

■ **DB CARGO:** Another WIA (UIC code Sefoorss) five-unit car carrier has passed through the workshops of DB Cargo at Stoke-on-Trent, No. 85 70 4971 009-1 arriving on site on the trip working from Arpley on February 7 and departing after overhaul on February 21.

Other arrivals at the Potteries facility in the same month were FIA (UIC code Sfggmrrss) No. 31 70 4938 144-3 for refurbishment, and converted FIA Sfggmss EMU translator vehicles Nos. 83 70 4913 020-1 and 83 70 4913 007-8 (both split from twin sets and individually renumbered), all arriving by road from their long-term digs at Wigan. After rectification work and

being re-united with their bogies, the latter will be reformed together as 'Multifret' pair No. 33 70 4938 204-5 (thanks to the indomitable team keeping an eye on Stoke's wagon moves for this information). Meanwhile, overhauled FIAs Nos. 33 70 4938 720-0 and 33 70 4938 732-5, which arrived in mid-January (see last issue) have been renumbered Nos. 31 70 4938 163-3 and 31 70 4938 108-8 respectively, while Nos. 33 70 4938 507-9 and 31 70 4938 532-9 now carry the new identities Nos. 31 70.4938 184-9 and 31 70.4938 031-2. One final change to note is that Nos. 610261+610262 are now classed as an FXA.

Also new on site are Ermewa IFA (UIC code Sffgmss) EMU translator vehicles Nos. 33 87 4906 059/116/157 (January 31), while departing during the period under review were two pairs of FCA wagons equipped with side cages, Nos. 610021+610022 (February 7) and 610253+610254 (February 14), and HTAs Nos. 311033/44.

Also on St Valentine's Day, No. 66061 worked a 6Z61 Neville Hill-Knottingley TMD with long-stored HKAs Nos. 300603/38/75/83/5, the second and third wagons still retaining their faded National Power livery.

■ **NETWORK RAIL:** The Perth-based Snow & Ice Treatment Train (SITT) returned to base on January 13 after preparation work at Wabtec, Kilmarnock ahead of the winter season. No. 66303 did the honours with YXA No. 99 70 9594 014-1 and DB 977869, No. 66431 having moved the train south on December 16.

■ **TOUAX RAIL:** Illustrated in the last issue, the first examples of the strikingly-liveried Touax JNA Ealnos box wagon fleet have now arrived in the UK, Nos. 81 70 5500 804-828 making their way through the Channel Tunnel on February 17. By the end of February they had already moved to Merehead ready to take up work (and make for quite the colour clash!) with Freightliner on behalf of Mendip Rail. Meanwhile, as predicted, the new HOA-B (UIC code Fanpps) hoppers for FLHH/Mendip are currently being manufactured in Romania.

■ **VTG RAIL:** GBRF's Belmond Royal Scotsman-liveried No. 66746 was in charge of a 6V84/04.01 Hexthorpe Yard-Long Marston on January 20 formed of 28 ex-Tarmac JGA hoppers off the Rylstone-Leeds/Hull flow. Nos. NACO 19170-95/7/9 reportedly headed to the Warwickshire site for maintenance.

VTG's WH Davis-rebuilt JNA box wagons, previously JUA/JTA iron ore tipplers and numbered Nos. VTG 4073/5/98, 4100/2/3/7/9/15/6/20/2/3/5/7/8/31/2/4/7, have finally been recorded in service working the Cliffe-Stewarts Lane sea-dredged aggregate service.

■ **DISPOSALS:** Wagons deleted during the period under review included the following vehicles:

CF Booth, Rotherham: PCA Nos. BCC 10688, BCC 11014/26/38/72/83/4/90/1/115/34, OBA No. 110212, OCA No. 112027, ZCA No. 210187, MEA Nos. 391215/384/632/52, SPA Nos. 460281/93/345/619/738/854/63, FJA Nos. 621900/2/10/4, BNA No. 965038.

Eastleigh Works (on site by Raxstar): OBA No. 110160 (ex-Westbury).

Ron Hull Jr, Rotherham: OCA No. 112191 (ex-Peterborough).

Sims, Newport: HTA Nos. 310019/33/48/54/93/123/44/66/9/82/9/249/75/322/517/615/57/819/25.

Workington: FNA Nos. 550027/30/2/5/6/40-4/6/50/5/7/60.

Unknown: JHA No. OK 19318 (ex-DB Cargo, Stoke-on-Trent), WIA Nos. 85 70 4971 000/042/049/059.

Funding crisis for rail and bus operator


Despite growing passenger numbers, rail services could be cut if operator Translink does not receive more funding.

THE Department for Infrastructure of the Northern Ireland Assembly stated on February 19 that the financial viability of Translink was a cause of concern.

The government cut the subsidy for the province's public sector transport company by £13 million in 2015/16. It has been able to maintain its bus and rail operations since then, but it is now having to finance them using its reserve funds.

According to the DFI, Translink's future could be "in jeopardy" if its finances do not receive a significant boost in the forthcoming Assembly budget. It added that "the company was running out of options" and, if the situation remained unchanged, a deficit of around £28 million was forecast by the end of this year.

Public representatives expressed concern. A DFI senior civil servant's response to a local politician about the crisis stated that "If you ended up only running what was profitable, you are talking about bits of Metro (Belfast city bus services), some of the Goldline (Ulsterbus premier routes) or, you could look at – it's not in a scenario anywhere – but you would just close down the railway."

NIR continues to experience significant growth in passenger numbers, and Translink recorded 84.5 million journeys overall in 2019. 



A view of the NIR station at Larne Harbour on February 22, which provides a vital rail link between the adjacent ferry terminal and the centre of Belfast. 3000 Class DMUs occupy both platforms. Greg Mape

Change of formation for Sperry rail inspection train

THERE have been changes to the consist of the loco-hauled stock that accompanies the Sperry container wagon on its tours of the system.

Some of the vehicles of the weed spray train, which had featured on previous occasions to provide brake force, were retained for the latest tour. However, rail wagon No. 24351 was a

new addition to the four vehicle consist. GM No. 072 was in charge of the train at Portlaoise PW yard on February 6, when calibration testing was being carried out. The consist was: bogie wagon No. 30156 (1x tank and 1x spoil container), Sperry container wagon No. 30219, 'BR' van No. 3187 and rail wagon No. 24351.



GM No. 073 passes the fine lower-quadrant semaphore signals at Tipperary as it heads the Sperry train from Waterford to Limerick on February 20. Chris Playfair

The Sperry train, with No. 076 in charge, was stabled at Mallow on February 10. The train visited the Cork area the next day, with No. 076 working to Cobh and No. 234 providing haulage from Cobh to Cork.

No. 075 headed the train in the Newbridge/Kildare area on February 14, while next day retro-liveried No. 073 worked it from Portlaoise PW yard to Heuston station, where the loco and its train were stabled.

No. 073 hauled the train to Bray on February 17 and then returned with it as far as North Wall yard. The same loco worked the train from North Wall to M3 Parkway and return on February 18. Wagon No. 24351 was removed at North Wall, and No. 073 hauled the three-vehicle consist to Maynooth and return. The consist was subsequently restored to four vehicles, with an empty flat wagon attached.

The Sperry train, again worked by No. 073, ran from Waterford to Limerick on February 20 and then traversed the Nenagh branch the next day. No. 073 hauled it from Ballybrophy to Lisduff yard, where the loco ran round and then returned it to Portlaoise PW Yard.

No. 073 worked the train from Portlaoise to North Wall on February 23. The flat wagon was removed and No. 073 worked the three-vehicle consist to Navan and to Dundalk on February 24. After being stabled at Dundalk, the train returned to North Wall the next day.

NORTHERN IRELAND RAILWAYS (NIR)

■ **TRAFFIC AND TRACTION:** The 12.38 Londonderry to Belfast Great Victoria Street (GVS) service on February 11 started from Bellarena with passengers changing to another train at Coleraine for onward travel.

Signalling problems at Lurgan on February 13 saw services between Belfast and Portadown/Dublin delayed.

Refurbished three-car DMU No. 3005 has been fitted with USB sockets, the first member of the class to be so equipped.

■ **INFRASTRUCTURE:** Foundations for the new footbridge at City Hospital halt were in place in late January.

IARNROD EIREANN / IRISH RAIL

■ **TRAFFIC AND TRACTION:** GM No. 081 hauled a Belview Yard to Portlaoise PW Yard train of new rail on January 25, while the next day retro-liveried No. 071 was in charge of a Platin (Drogheda) to North Wall train of eight High Output Ballast wagons.

On January 27, the 19.05 Heuston to Portlaoise was failed at Clondalkin Fonthill, while the 19.25 Cork to Heuston was failed at Park West & Cherry Orchard. Passengers of both trains were transferred to alternative services.

A signalling fault on the morning of January 28 saw bustitution introduced between Cork and Mallow. Normal services resumed around 13.30 the same day.

The 05.30 Galway to Dublin Heuston service on January 30 was failed at Woodlawn and its passengers were transferred to the 06.25 ex-Galway. There were significant knock-on delays that saw the 07.30 Athlone to Galway running around 30 minutes late, while the 08.40 Galway-Athenry was cancelled.

The Ireland v Scotland and Ireland v Wales Six Nations Rugby International matches at the Aviva Stadium in Dublin on February 1 and 8 respectively saw the Belfast Lanyon Place to Dublin Connolly 'Enterprise' service augmented. Two NIR six-car 3000 series DMUs each worked return extras on the two occasions, with the units laying over on the Navan branch at Drogheda. Some trains on February 1 were deferred to accommodate

supporters returning home. These were the 19.35 Heuston to Galway and 19.15 Connolly to Sligo, while an extra 20.50 Heuston to Limerick was also scheduled to run. On February 8, the following were planned to run through to Heuston: 08.00 Cork to Mallow and 09.50 Limerick to Limerick Junction.

The 17.32 Grand Canal Dock (GCD) to Newbridge was failed at Clondalkin Fonthill on February 3. The following 18.05 Heuston-Portlaoise service was halted at Parkwest & Cherry Orchard because of the failure. The passengers on both trains were transferred to the 18.30 Heuston to Galway, which additionally served all stations to Newbridge. The 19.11 GCD to Hazelhatch was cancelled because of the failure of the 17.32.

Bridge strikes continued during the period under review, which included one that led to the suspension of services between Newbridge and Kildare on February 6. IR is investigating solutions to the issue, which saw 69 incidents reported in 2019. One option – the development of an over-height vehicle detection system – is being progressed.

Disruption due to Storm Ciara on February 9 included delays on the Dublin to Galway, Sligo and Rosslare routes.

Dedicated Belmond locomotive No. 216 was active on Heuston to Cork services in late January. This loco and No. 087 each received refurbished replacement bogies in Inchicore Works during early February.

Points failures in the Monasterevin/Kildare area during the period February 10-12 saw disruption to services on the Heuston to Cork and Waterford routes.

Locomotives noted on driver training runs were No. 084 in the Dublin area on February 12 and No. 232 between Cork and Charleville on February 13.

Storm Dennis caused disruption on February 15, with services on the Heuston to Cork line delayed because of an obstruction on the line at Portarlinton. Obstructions were also reported the next day on the Kildare (Cherryville Junction) to Waterford line.

The 05.30 Galway to Heuston on February 18 was delayed by around an hour because of a signalling problem between Galway and Athenry. The same issue saw the 06.25 Galway to Heuston cancelled.

■ **FREIGHT:** All timber continued to be dispatched from Westport to Waterford during the period under review. Locomotives used on this flow included Nos. 072, 073, 074 and 082, while locomotives used on IWT container traffic between Ballina and Dublin Port included Nos. 075, 078, 082, 216 and 225.

Belmond loco No. 216 worked the 09.30 Dublin Port to Ballina IWT service on February 19, and hauled a North Wall-bound IWT train the next day. No. 216 worked another North Wall to Ballina IWT train on February 21.

Locomotives noted on bulk ore traffic between Tara Mines (Navan) and Alexandra Road Dublin included Nos. 075, 083 and 084.

■ **INFRASTRUCTURE:** Around a quarter of a mile of the siding that extends beyond the PW yard at Portlaoise is to be reinstated.

Cut back in 1997 to facilitate construction of a motorway, this siding is the stub of the closed (1963) Portlaoise to Kilkenny line. After the closure of the 28¼-mile single track line, three miles were retained at the Portlaoise end as a siding to serve the Bord na Mona peat factory at Coolnamona. This was also an interchange between the narrow gauge (three-foot) industrial system and the mainline network.

After freight traffic declined, the siding was used for storage purposes and latterly for the calibration of the Sperry train's equipment prior to the train's tour of the system. The siding will continue to be used primarily for test purposes.

■ **PRESERVATION:** The reinstatement of the station and yard at Maam Cross in County Galway as a heritage railway centre is the objective of a group of preservationists.

The 'Connemara Railway Project', which is based at the former station on the closed (1935) and lifted Galway to Clifden line, has seen around 400m of track laid at the site.

IR passenger numbers up

IRISH Rail recorded 50.1 million passenger journeys system-wide in 2019, an increase of 2.1 million on the 2018 figure.

The company reported that 3.66 million journeys were made on its premier Dublin to Cork route, a 6% increase on 2018. The Limerick to Galway corridor had 531,000 journeys, up 16%, with Oranmore recording a 40% increase in usage.

The Galway to Dublin route had 2.13million journeys, an increase of 4.1%, while Limerick to Dublin had 1.1 million (+6.7%). Cork to Cobh and Middleton services saw 971,000 (+7%) and 480,000 (+10%) respectively.

→ Retro-liveried GM No. 071 has been active on infrastructure trains, being observed on a Belview Yard to Portlaoise PW Yard rail train on February 1 and again on February 15 with a similar working. On February 3, however, it was photographed at Islandbridge Junction, just west of Dublin Heuston station, heading a North Wall to Portlaoise materials train carrying old rails from Platin. Jay Monaghan



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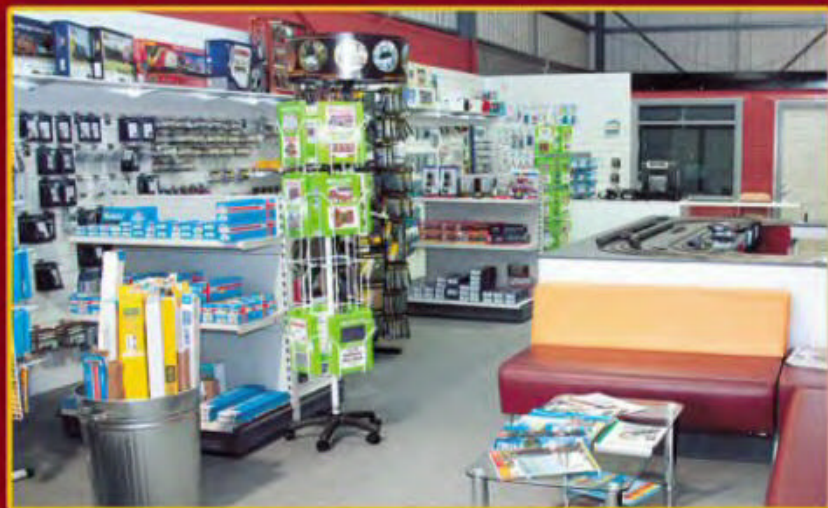
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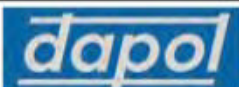



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge LNER Class A3	hattons.co.uk/ogaugea3	£750	Aug 2016							
OO Gauge Class 66	hattons.co.uk/66	from £150	May 2018							
O Gauge LNER Class A4	hattons.co.uk/ogaugea4	£750	Aug 2016							
O Gauge Gresley Teak Coaches	hattons.co.uk/ogaugeteaks	£249	Aug 2016							
N Gauge Beyer-Garratt 2-6-0 0-6-2	hattons.co.uk/ngarratt	£199	Nov 2018							
OO Gauge Plasser 12t YOB Crane	hattons.co.uk/gpc	£69	Nov 2018							
OO Genesis 4 & 6 Wheel Coaches	hattons.co.uk/genesis	from £30	Oct 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge Class 21/29	hattons.co.uk/dapol21	from £129.15	Jan 2011							
OO Gauge Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
O Gauge Class 121 'Bubble Car'	hattons.co.uk/ogauge121	from £254.15	Jun 2018							
OO GWR Class 43xx 2-6-0	hattons.co.uk/dapol43xx	from £135.96	Dec 2017							
OO GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							
OO Class 78xx 'Manor' 4-6-0	hattons.co.uk/dapolmanor	from £135.96	Mar 2020							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£594.15	Apr 2017							
OO Gauge Class 25/3	hattons.co.uk/253	£129 (EST)	Jul 2018							
OO Gauge Class 86/0	hattons.co.uk/hel86	£161.46	Nov 2018							
OO Gauge Class 45	hattons.co.uk/hel45	from £143.65	May 2019							
OO Gauge Class 47	hattons.co.uk/hel47	£160 (EST)	Jul 2019							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Stephenson's Rocket 0-2-2	hattons.co.uk/rocket	from £162	Jan 2020							
LMS 'Princess Royal' 4-6-2	hattons.co.uk/princessroyal	from £171	Jan 2019							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/hornbyprairie	from £126	Jan 2019							
LNER W1 Hush-Hush 4-6-4	hattons.co.uk/hushhush	£180	Jan 2020							
BR Standard 2MT 2-6-0	hattons.co.uk/hornby2mt	£162	Jan 2020							
Class 91	hattons.co.uk/hornby91	£153	Jan 2020							
Class 370 APT-P	hattons.co.uk/hornbyapt	from £356	Jan 2020							
LNER Thompson A2/2 4-6-2	hattons.co.uk/thompsona22	£171	Jan 2020							
LNER Thompson A2/3 4-6-2	hattons.co.uk/thompsona23	£171	Jan 2020							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO GER/LNER Class N7 0-6-2T	hattons.co.uk/oxn7	from £87	Jan 2017							
OO LNER Class J27 0-6-0	hattons.co.uk/oxj27	from £94	Jan 2019							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

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Andrew Barclay built a fleet of 35 0-4-0 diesel-mechanical shunters for use in Scotland, 10 of which survived to receive TOPS numbers as Class 06, and one (No. 06003) survives today in preservation. No. D2443 was less fortunate, being withdrawn in mid-1972 after less than 12 years in traffic, but is pictured here on Ayr shed on May 30, 1966.



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FRONT COVER: The West Highland and Far North lines became synonymous with Sulzer Type 2s in the 1960s/70s. Derby-built example No. D5130 (later 24130) is captured on the Kyle line in 1960, note the mini snowploughs and half-yellow warning panel.
DC Collection 2421

Welcome

THIS is the fourth in our series of supplements delving into the photographic archives to unearth diesel and electric gems from the 1950s and 60s. We have previously covered three of the five main British Railways regions (Southern, September 2016; Eastern, April 2019; and Western, September 2016) – but this one covering the Scottish Region is the best one yet.

The geography of Scotland, with long distances between major centres of population combined with some gruelling terrain, meant widespread use of locomotive-hauled trains on main lines and branches. For a long time, Type 2s formed the backbone of power, including the Sulzer-powered Classes 24-27 and the less successful NBL-built Classes 21/29, backed up with the likes of Classes 20, 40 and 55 in the pre-TOPs era.

We cover all these and more on the following pages, so hope you enjoy this selection.

Paul Bickerdyke, editor

RAIL EXPRESS

A fascinating shot taken at Glasgow Central on September 14, 1959 when British Railways held an exhibition of new traction and rolling stock that would replace steam under the Modernisation Plan. On the left is newly-built Class 303 EMU No. 004, an unidentified two-axle railbus, plus various coaches. On the right

is a Class 26 (locos that began their service career in London in 1958, but all had moved to Scotland by 1960), and some wagons from the 'Condor' overnight express freight (an early precursor of container workings). The platform in between features a display of BR catering and other services. BR







Kittybrewster station was just north of Aberdeen city centre where the still-existing line from the docks meets the main line. The depot there had an 11-road semi-roundhouse, which on April 2,

1961 had six NBL Types 2s (Class 21) and two EE Type 1s (Class 20) on shed (two locos per road in this shot). The depot closed to steam that year and closed completely in 1967.



The date is February 3, 1962 and the location Rosewell & Hawthornden station on the Peebles line, south of Edinburgh. The station was on the 'Peebles loop' of the Waverley Route, an

alternative way to reach Galashiels, but this was the final day of services between there and Galashiels - hence the lineside photographers taking pictures of the approaching Class 100 DMU.





Sulzer-powered Type 2s (Classes 24-27) came to dominate many secondary passenger and freight services in Scotland in the 1960s-1980s. Here, clean-looking No. D5365 (later 27019) arrives at Connel

Ferry, the first stop out of Oban, on June 7, 1962 with the 12.05 Oban-Glasgow/Edinburgh. The station was a junction for the branch to Ballachulish until closure on March 28, 1966. JB Groucott







Georgemas Junction in the Far North of Scotland saw a few moments of activity each day as trains from Inverness were split to serve Wick and Thurso, then combined again on the way back south – something that no longer happens as the DMUs used today serve both stations in

turn. Here, on an unknown date in the 1960s, an unidentified Type 2 has brought in a three-coach portion from Thurso as another arrives with a two-coach portion from Wick – the Thurso portion will then back down onto the Wick one. A third loco waits in the background on freight duties.



A classic British Railways publicity shot has an unidentified EE Type 4 (Class 40) heading over the Forth Bridge into North

Queensferry station with an 11-vehicle Glasgow to Aberdeen express on October 26, 1962. BR





In the late 1950s, British Railways experimented with lightweight railbuses from five manufacturers to help save costs on rural lines.

Many of these found use in Scotland, including this Park Royal-built example No. 79973 at Alloa on March 28, 1964.





Dalmellington was at the end of a branch south of Ayr, which diverged from the Stranraer line at Maybole Junction. While the passenger service ended on April 6, 1964, much of the branch survives today for coal

traffic from open cast mines in the area. Just two days before passenger trains were withdrawn, a Class 126 DMU (with driving car No. 50936 nearest the camera) waits to depart the single-platformed terminus.







The south end of Aberdeen station was often photographed, but here is a look at the north end on August 3, 1964 as

Kittybrewster-based shunter No. D3932 (later No. 08763) shunts under a fine semaphore gantry. P H Wells





The Glasgow South Western line
on June 6, 1965 finds solo EE
Type 1 No. D8120 (later Class
20 No. 20120) heading a rake

of four-wheeled vans south at
Auldgirth, north of Dumfries.
Note the recess on the cab side
for a tablet catcher.





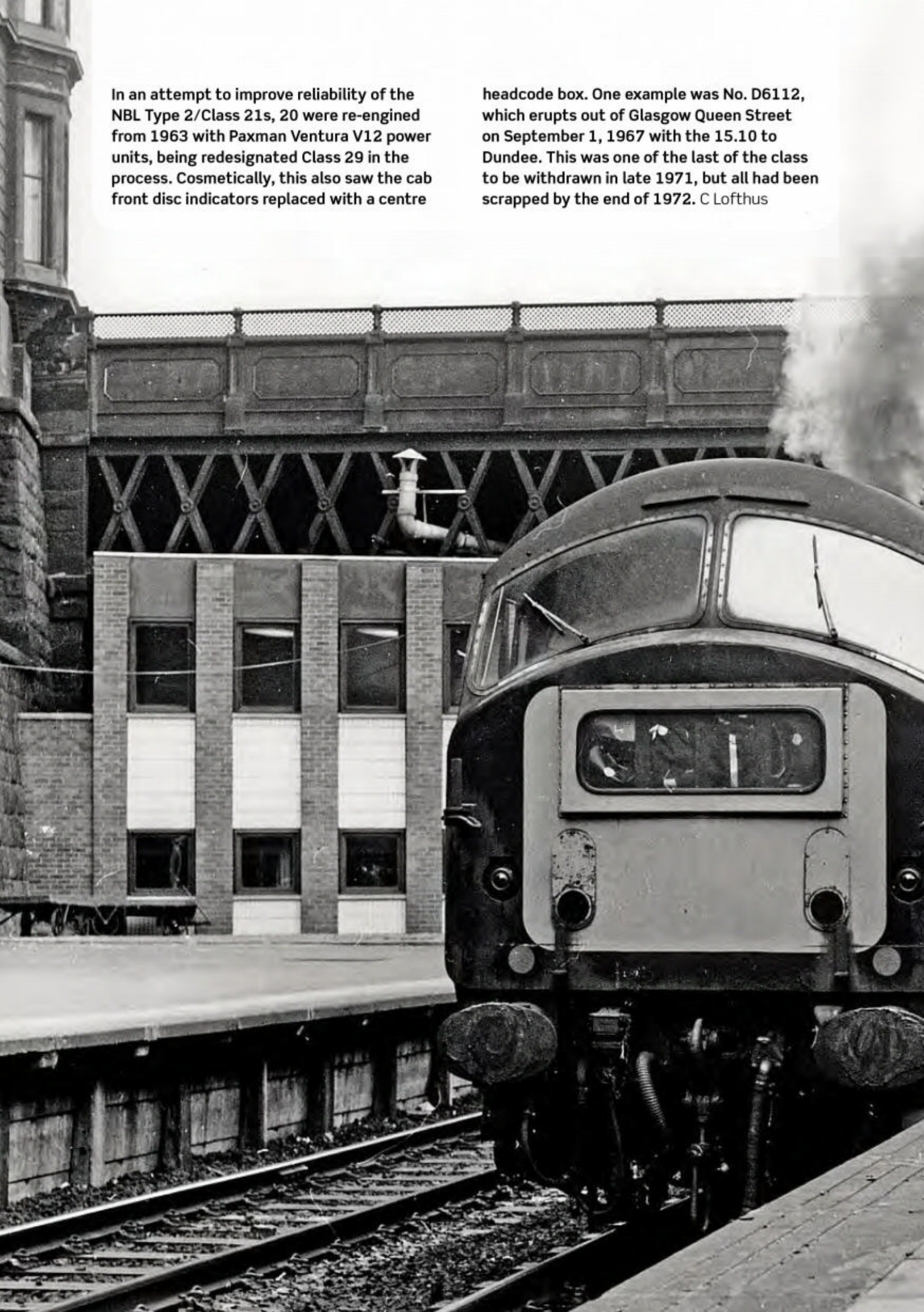
Fraserburgh, in North East Aberdeenshire, had a station for 100 years from 1865-1965 at the end of a long branch from Dyce and also the terminus of shorter light railway serving St Combs. Diesel days saw NBL Type 2s (Class 21) take over from

steam, such as No. D6123 - which is pictured at the fine terminus on August 14, 1965 with just two months of passenger service left. Freight continued to serve the town until 1979, but the line was then lifted. Andrew Muckley



In an attempt to improve reliability of the NBL Type 2/Class 21s, 20 were re-engined from 1963 with Paxman Ventura V12 power units, being redesignated Class 29 in the process. Cosmetically, this also saw the cab front disc indicators replaced with a centre

headcode box. One example was No. D6112, which erupts out of Glasgow Queen Street on September 1, 1967 with the 15.10 to Dundee. This was one of the last of the class to be withdrawn in late 1971, but all had been scrapped by the end of 1972. C Lofthus





No look back to Scotland in the 1960s would be complete without a shot of a 'Deltic', so here is No. D9006 *The Fife & Forfar Yeomanry* (later No. 55006)

accelerating out of Calton Tunnel, east of Edinburgh Waverley, with the 1A23 up 'Flying Scotsman' to King's Cross on January 27, 1968. David Wharton





The isolated Borders village of Riccarton existed only to serve the railway, famously having no road access until the early 1960s, and the station existed only as a junction between the Edinburgh-Carlisle Waverley Route and a branch to Hexham. The Hexham branch, which used

the former bay platform in this shot, was closed in October 1956 and the Waverley Route itself followed in January 1969. So with only months to go on September 9, 1968, EE Type 4 No. D262 (later No. 40062) calls with an Edinburgh to Carlisle stopper. Andrew Muckley





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